Weather
Overcast weather today. The maximum temperature yesterday was 77.0 and the minimum 64.9, the figures for the corresponding day last year being 80.3 and 55.4.

THE CHINA PRESS
大陸報

Today's paper consists of 42 pages in three sections

NO. 2481 VOL VIII. Registered at the Chinese P. O. for transmission "with special marks privileges in China" 未年八月十二日 SHANGHAI, SUNDAY, OCTOBER 5, 1919 大正四年 第三種郵便物認可 20 CENTS

FRENCH CHAMBER VOTES TO RATIFY TREATY OF PEACE

Approval Also Given To Triple Alliance With Britain And U.S.

COUNCIL CONVENES

Repatriation In Siberia Of Teuton Prisoners Is Dealt With

AID FOR DENIKIN

Russian Battleship Held By British In Black Sea Given To Him

(French Wireless To Reuter)

Paris, October 3.—(Via Lyons and Koukaza).—The French Chamber yesterday ratified the Peace Treaty signed at Versailles between the Allied Powers and Germany, in spite of the criticisms made in the course of the debate. The Chamber responded to the appeal made by the President of the Council last Thursday and passed the Treaty by the very large majority of 372 votes to 53.

At the opening of yesterday's sitting various speeches were made by deputies explaining the reason of their vote. M. Viellard, Deputy for Alsace and M. Mauger speaking on behalf of a group of socialist deputies, declared that they would vote for the Treaty. M. Maginot, Deputy for the Meuse, on behalf of a certain number of deputies representing the devastated regions read a declaration stating that they would refuse to sign the treaty.

Speakers Are Heard

After all the speakers had their say, M. Deschanel, President of the Chamber put to the vote the single clause of the bill, providing for ratification of the Treaty and the bill was voted as stated above.

The Bill approving the Treaties concluded at Versailles on June 28, 1919, between France and the United States and between France and Great Britain regarding the aid to be given to France in the event of unprovoked German agression was adopted unanimously without a debate.

The loud cheers which greeted this vote showed the confidence which France has in those who, after having stood by her in war, are to remain at her side in peace.

Repatriation Discussed

Paris, October 3.—(Via Lyons and Koukaza).—The Supreme Allied Council met yesterday, M. Clemenceau presiding. The Council approved the appointment of officers for the Commission which is to study the repatriation from Siberia of German and Austrian prisoners of war which will be carried out after the repatriation of the Polish, Rumanian, Jugo-Slav and Czecho-Slovak troops.

The Council decided to hand over to General Denikin the Russian battleship Volga which had been sequestrated by the British fleet in the Black Sea.

Labor Meeting In America

The Council also dealt with the question of the Mission of enemy or neutral delegates to the Labor Conference to be held this month in Washington. At its meeting of September 11, the Allied Council had decided to grant facilities to German and Austrian delegates to attend the Labor Conference. It is for the Labor Conference itself at its first session to invite the enemy or neutral (Finnish, Norwegian and Dutch) representatives who have expressed a desire to attend the Conference.

Concessions Are Granted

(Reuter's Service)

Paris, October 2.—The Supreme Council has decided to grant Austrians and Germans facilities for attending the forthcoming Labor conference at Washington.

Gold For Far East Sent To California

(Reuter's Service)

New York, October 2.—Gold valued at 830,000 dollars has been transferred to San Francisco for shipment to the Far East.

American Princess To Wed British Peer

The Princess de Broglie, widow of Prince Jean de Broglie, of France, will shortly become the bride of the Honorable Reginald Ailwyn Fellowes, son and heir of Baron de Ransay of Huntington, England, according to reports from London. Princess de Broglie inherited a fortune from her mother, the late Duchess Decazes, who before her marriage was Miss Isabella Singer, daughter of the late Isaac Singer, of New York.

Jewelers Report Trade Helped By Prohibition

Chicago, Aug. 25.—Delegates to the American National Jewelers' Association convention declare that not alone are diamonds soaring in price but never before were they in such great demand. The finest diamonds, they say, are now quoted at $1,000 a carat and are going higher. In these times of high wages buyers of these gems have multiplied by hundreds. The result is a scarcity of goods and extraordinary effort on the part of dealers the world over to obtain an increased supply.

"The jewelry trade is not affected by the high cost of living," said Joseph Mazer of New York. "Big pay enables many people to enjoy luxuries they never could afford before. Prohibition also helps the jewelers; a large part of the money that used to pass over the saloon bar is now spent for jewelry."

JUGO-SLAVS WILLING TO FIGHT FOR FIUME

Volunteers Ask For Arms To March Against Forces Of D'Annunzio

(French Wireless To Reuter)

Paris, October 3.—(Via Lyons and Koukaza).—A telegram from Agram says that according to the newspapers, volunteers from all the districts of Jugo-Slavia, and particularly from Bosnia and Dalmatia, are asking the Government for arms to march against Fiume and drive out d'Annunzio and his men.

London County Hall Is Damaged By Fire

Part Of New Structure Which Is Occupied By Food Ministry At Westminster Destroyed

(Reuter's Service)

London, October 2.—A fire broke out at midnight last night at London's new County Hall at Westminster which is occupied by the Ministry of Food. The south wing was considerably damaged.

AMERICAN SONG SERVICE

The first American Sunday Song Service of the year will be held today in banquet hall of the Palace hotel. The Rev. F. L. Hawks Pott, president of St. John's University, will give the address and Miss Myra Olive will sing.

Demands On Peking Framed At Protest Mass Meeting Held By Shanghai Students

Government Is Asked To Rescind Martial Law In Shantung And To Recall General Ma; Call On Defense Commissioner

Over 10,000 Chinese, representing educational, social and religious institutions in Shanghai, attended a mass meeting at the Shanghai Recreation Grounds, West Gate, yesterday, to protest against the action of the Central Government in arresting delegates from Shanghai, Nanking, Tsinanfu and Tientsin, sent to Peking to urge the government to rescind its orders for martial law in Shantung and to recall General Ma Liang. After the meeting a number of the representatives marched to the yamen of the Shanghai Defense Commissioner at Lunghua and demanded that the office send a telegram to Peking asking the administration to consider favorably the suggestions of the petitioners.

General Lu, the Defense Commissioner is in Hangchow and the delegation, which numbered 42 representatives, was received by General Wang Shu-chien, regimental commander in charge of the office. General Wang objected to the large number of representatives. He stated that he would receive ten delegates today. A meeting was held by the 42 representatives last night and ten were chosen to call on General Wang today, four others will call on General Li Shun, Tuchun of Kiangsu.

Telegrams To Provinces

At the mass meeting yesterday afternoon, it was voted to ask the Diplomatic Corps in Peking to stop payment of Customs and salt surplus revenue to the Peking administration. It was also decided to send telegrams to all provinces inviting joint action. The meeting was presided over by Mr. H. Paojen, former President of the local chapter of the National Students' Federation.

Speeches were made by the chairman, Mr. Ho; Mr. Ma Ching, who came from Tientsin in connection with the movement; Miss Liu Ching-yang, another Tientsin representive and four delegates of the Street Unions.

The meeting was not devoid of dramatic features. When the crowd gathered outside the Recreation Grounds at three o'clock, the gates were locked and a detachment of military police was on guard. Four representatives chosen by the demonstrators were delegated to request General Hsu Kuo-ling, Chief of the Nantao Police, to allow the gates to be opened. Before the representatives secured General Hsu's consent, the gates were opened and the big crowd marched in.

All Carry Flags

Nearly every one had a national flag, while all the organisations had huge white banners inscribed with the names of their institutions. There was no disorder.

Among the organisations represented at the meeting were St. Mary's Hall, St. John's University, National Students' Federation, Nanyang College, Futan College, Chuan Yi Girls' Normal School, Ai Ko Girls' School, the East City Girls' School, Chen Chow Girls' School, Shanghai Students' Union, Po Wen Girls' School, Y.M.C.A. Middle School, Tung Teh Medical and Engineering School, the Commercial Federation of Shanghai, Shanghai Labor Union, Shanghai Electrical Fitters Union, the Salvation Ten Men's Team, Association for the Encouragement of Native Products, Young Men's Lecture Bureau and the Women's Salvation Society.

Representatives were also present from the Street Unions of Nanking, Sinza, Elgin, Boundary, Cunningham, Tsepoo, North Shansi, Boone, Honan, North Szechuen, Kashing, Wuchow, Woosung, Hanbury, Chapei, Hankow, Foochow and Canton Roads, Rue de Consulat, Boulevard de deux Republiques and various streets in the Shanghai City.

Belgian Royal Party Arrives In New York

Tribute To America's Part In War Addressed To Nation By King Albert

(Reuter's Service)

New York, October 2.—The King and Queen of the Belgians have landed here from the George Washington which was escorted to the pier by twelve destroyers and fleets of yachts. The habor forts fired a twenty-one gun salute. King Albert has addressed a message to Americans paying a tribute to America's part in the war.

Arkansas Race Riots Cause Of Ten Deaths

Serious Outbreak Is Reported From Town Of Helena; Troops Asked For

(Reuter's Service)

New York, October 2.—According to a telegram from Helena, Arkansas, three whites and seven negroes have been killed and a number of whites and negroes injured in disturbances there owing to a search for the murderer of a railway agent.

The authorities anticipate further trouble and have asked for troops to be sent.

Charge Not Supported Against General Lu

Report Chief Of Staff Would Be Dismissed Is Denied By Government

(Reuter's Pacific Service)

Peking, Oct. 1.—Although the Chinese press reports that General Lu Chin will shortly be dismissed from the post of Assistant Chief of the General Staff. This statement is officially denied. It appears that General Lu was impeached by his staff, but the Government does not consider that he has been guilty of any offense sufficiently, important to warrant dismissal.

SUNDAY SERVICE LEAGUE

The Sunday Service League will open for the fall season with a meeting this afternoon at 5 o'clock at Martyrs' Hall, 120 Szechuen Road. The Rev. Dr. W. R. Lambuth, bishop of the Southern Methodist Church, will speak.

H. J. Hardy's Son Dies On Board Houseboat

Youth Rescued After Falling Into River Near Soochow Fails To Recover

Herbert Alfred Hardy, 12-year-old son of Mr. N. H. J. Hardy of the Shanghai Gas Company, died on board a houseboat about 12 miles from Soochow last Thursday.

The boy fell from a small boat which was being towed behind the larger house-boat and was in the water struggling but a few minutes when he was rescued. On board the boat again, he collapsed and though artificial respiration was employed the members of the family and friends were unable to restore him.

An inquest was started yesterday at the mortuary by Coroner G. W. King of the British Court and will be resumed next Tuesday at 3 o'clock.

ScheidemannPlanning German News Agency

Former Premier Visiting In Switzerland Takes Up Question Of Project

(Reuter's Service)

Paris, October 2.—The Temps learns from Geneva that Herr Scheidemann the German ex-Premier took advantage of his recent stay in Switzerland to enter into conversation with various German and Swiss personages regarding the creation of a great international news agency, whose work would be the distribution to the foreign press of news favorable to Germany.

President Hsu Wires To President Of Peru

(Reuter's Pacific Service)

Peking, Oct. 1.—President Hsu has telegraphed his congratulations to the newly elected President of Peru.

Sino-Swiss Treaty To Be Concluded

(Reuter's Pacific Service)

Peking, October 4.—It is officially announced that the Chinese Charge d'Affaires in Tokio has been authorised to sign the Sino-Swiss Commercial Agreement.

Was Prince Of Wales' Companion In Aero Flight Over Scotland

This is Miss Kathlene Martyn, British actress and mascot of the Royal Flying Corps, and the only girl who ever flew with the Prince of Wales. Her aerial ride with royalty was made over Scotland. Miss Martyn is soon to be seen in a New York production. She and Miss Gladys Cooper divide the honor of being considered the most beautiful woman on the British stage. During the war she was adopted by the Royal Flying Corps as their mascot. She has been the guest of the King and Queen of England and probably will renew her acquaintance with the Prince of Wales on his arrival in New York.

MONTHLY LOAN OFFERED BY JAPANESE, REPORTED

Held To Be Significant Tokio Has Not Taken Up Matter With Old Consortium

(Reuter's Pacific Service)

Peking, October 4.—According to Chinese reports the Government has received assurance that $4,000,000 will be made available monthly from Japanese sources. It is further stated that the Government has decided to accept the offer, but the Japanese have not approached the old Consortium Group about the matter.

This is considered most significant owing to the expiry of the old group agreement on October 14.

Peking Asked To Aid Chinese In Europe

Funds Sought To Help Those Who Are Living In Germany And Austria

(Reuter's Pacific Service)

Peking, October 4.—According to the Chinese press Tsai Ting-kan has appealed to the Government for the establishment of a fund to aid Chinese residents in Germany and Austria, pointing out that if funds are not available, enemy property in China might be utilised.

Baltic States Discuss Peace Offer Of Reds

Decide No Reason Exists For Declining Proposals From Soviet Russia

(Reuter's Service)

London, October 2.—Reuter's Agency learns that the conference of Baltic States at Dorpat decided that as the Baltic States had no imperialistic designs there was no reason for declining Soviet Russia's peace proposals.

PORTUGUESE TO CELEBRATE

The anniversary of the founding of the Portuguese Republic will be observed with a reception this afternoon at the Portuguese Consulate-General. Consul-General Jorge d'Oliveira will receive from four to six o'clock.

TANG SHAO-YI IS URGED TO RETAIN POST HE QUIT

Canton Said To Be Sending Back Seal Of Office Of Chief Delegate

The Canton Government has refused to accept the resignation of Mr. Tang Shao-yi, chief Southern peace delegate, and is sending the seal of the Southern Plenipotentiary back to Shanghai, it was learned yesterday. Telegrams urging Mr. Tang to reconsider his decision have been received from many Southern leaders.

Mr. Tang is firm in his decision however. He yesterday officially announced his reasons for resigning from the Southern delegation.

The reasons as announced yesterday by friends of the Southern delegate are the differences in views between the Southern delegate and certain Southern leaders. Mr. Tang Shao-yi is holding out for his original eight peace terms while certain cliques in Canton have announced that they are prepared to negotiate for peace as soon as Mr. Wang Yi-tang, the Northern delegate, is recalled.

Mr. Tang's second reason, it is learned, is dissatisfaction with the Old Parliament in Canton for delay in enacting a permanent constitution.

MR. H. J. N. LOPEZ DIES ON RETURN FROM RACES

Chief Clerk At Chartered Bank Succumbs Suddenly To Heart Attack

Mr. H. J. N. Lopez, chief clerk at the Chartered Bank of India, Australia and China, died suddenly at his home, 39 Haskell Road, shortly before six o'clock last night. While he was at the races yesterday afternoon, he felt slightly ill, spoke to Dr. Marshall and went home at the latter's suggestion. He felt better after he reached his residence and was reading on the veranda when he again became ill. Dr. Murray was summoned but Mr. Lopez died before the physician arrived. Heart failure was the cause of his death.

Mr. Hildebrano J. N. Lopez was one of the best known members of the Portuguese community in Shanghai and was in the employ of the Chartered Bank over 25 years. He was a member of the Club Portuguese.

Mr. Lopez leaves a wife, a daughter and a son, Mr. J. M. Lopez, who is also employed in the Chartered Bank.

NEGOTIATIONS TO END RAIL STRIKE IN BRITAIN FAIL

Demand Men Resume Work Before Discussion Of Terms Ends Parley

UNIONS MAY ACT

Sympathetic Walkouts Of Other Trades Believed To Be Probable

PAY IS WITHHELD

Government Gives Reason Why Wages Due Have Not Been Paid

(Reuter's Service)

London, October 2, 9:25 p.m.—It was announced tonight that the negotiations between the railwaymen and the Government have broken down in consequence of the adherence of the Government to its attitude that resumption of work must precede resumption of negotiations. Other Unions are still carrying on mediatory conversations.

An official statement has been issued by the Government accepting full responsibility for the decision to withhold the payment of the wages of the railwaymen, which would have been paid this week, if they had not struck. The statement points out that the men have broken their contracts and have stopped work without due notice, in complete disregard of the effect of their action on the persons and property of the ordinary citizens, of which they are in charge.

They have inflicted damage on innumerable people, left food to perish on which the public depended for their subsistence, put vast numbers to great expense by leaving them stranded for conveyance, and inflicted great loss on many by preventing them from reaching their destinations. The damages for which they are liable in law, the statement proceeds, are vastly greater than the amount now withheld. Different considerations may arise if an early resumption of work occurs. Meanwhile the country is still subjected to unexampled injury by the railwaymen's action.

Under these circumstances the Government would not be justified in handing over to the strikers a sum which would be used for prolonging a struggle, which has been undertaken without any consideration for the welfare of the public, and which is endangering the whole life of the nation.

Situation In Provinces

London, October 2, 12:15 p.m.—Except in the west of Scotland and South Wales the situation in the provinces is not very bad. Canal transit is proving most useful in the Midlands in supplying fuel and raw materials to numerous industries. Indeed although many collieries have closed down or partially closed down, there is nothing approaching a general breakdown of the industry in the Black Country. A quarter of a million people in Nottinghamshire are carting coal from pits without the assistance of the railway.

Bluejackets have restarted the hydraulic power-houses at Cardiff enabling a fleet of steamers to leave yesterday mostly for home ports. The bluejackets also acted as dock gatemen. The strikers watched the operations from a distance but beyond some jeering attempted no action.

The situation in Manchester, Liverpool and Birmingham is not yet serious. The effects of the strike are growing more serious in the west of Scotland where already twenty-five thousand out of thirty-two thousand steel-workers are idle, besides twenty-five thousand miners and two thousand five hundred dockers, while the Clyde canstanmen and cranemen have got notice. Bluejackets are assisting in handling coal trucks at Greenock. Hitherto the behavior of the strikers at Glasgow has been admirable.

The position in the east of Scotland is not serious although shinning is temporarily tied up at Leith. The food situation in the provinces continues to be excellent.

Meeting Of Workers Held

5:20 p.m.—The transport workers' deputation met the railwaymen's executive this afternoon. The latter body is remaining in full session while attempts to reach a settlement continue.

It is estimated that strike pay is costing the railwaymen's union a

quarter of a million sterling weekly.

The executive has ordered the pumpmen at the Severn tunnel to resume work.

Conference With Premier

London, October 2, 6:10 p.m.—Prior to conferring with the Railwaymen's Executive, the transportworkers' deputation saw the Premier. The full conference of transport worker and associated unions was resumed this evening.

An official statement issued from Downing Street says "The train services continue to improve. Forty-five aeroplanes distributed mails throughout the country yesterday. Mails were also carried to Paris and Brussels. The congestion of mails in London is rapidly decreasing."

Premier Is Firm

October 2, 7:45 p.m.—The report is confirmed from a well informed source that Mr. Lloyd George in today's conversations with the Transport Workers Federation did not recede an iota from his condition that resumption of work must precede resumption of negotiations with the railwaymen.

The transport workers' deputation returned to the railwaymen's headquarters and conferred with the railwaymen for an hour.

The President of the Railwaymen's Union states that negotiations have not been definitely severed but that there is no progress to report.

The transport workers' and railwaymen's executives will meet later to consider the whole position.

Excluding the underground services, over 2,400 passenger trains and 190 goods trains were scheduled to run today and tonight's reports show that the schedule has already been exceeded.

Reports Are Conflicting

October 2, 8:15 p.m.—The most conflicting reports are current regarding the state of the strike negotiations. Mr. Arthur Henderson says that negotiations are still proceeding.

Discusses Wage Question

9:45 p.m.—Mr. J. H. Thomas in the course of a statement regarding the failure to reach a settlement on the strike question says that he understood that the other trade unions whose views on the Government's offer were the same as those of the railwaymen were making another effort before taking any action. He commented on the Government's action in withholding the men's wages saying that it was a grave mistake and would only tend to stiffen the backs of the men.

Regents park has been closed. It will be principally used for the distribution of frozen meat and vegetables.

The Ministry of Food reports that stocks of necessaries are generally satisfactory and in some cases exceed those of last month. There is no lack of flour, meat, bacon, fish, and other staple foodstuffs in London, and milk distribution has reached 75 percent of the normal. Some provincial towns are oversupplied.

May See Premier Again

11:30 p.m.—Mr. Robert Williams, Secretary of the Transport Workers Federation, says that a committee of the transport workers' federation will meet tomorrow morning after which a request may possibly be made to Mr. Lloyd George to see them again. The Federation will report to a further conference which Mr. Williams says it is hoped will be even more representative in character. The Executives of all the unions immediately or likely to be involved have been requested, Mr. Williams adds to consult one another in order to prepare any action likely to be deemed advisable.

Obituary

Baron Hachirojiro Mitsui

(Reuter's Pacific Service)

Tokio, Oct. 2.—The death is announced of Baron Hachirojiro Mitsui, President of the Mitsui Co.

Sir E. T. Cook

(Reuter's Service)

London, October 1.—The death is announced of Sir E. T. Cook.

Sir E. T. Cook was successively editor of the Pall Mall Gazette, The Westminster Gazette and the Daily News. During the war he was appointed Director of the Press Bureau.

Russian Opera Company

Seat sales for the Russian Grand Opera Company engagement which opens at the Lyceum Theater with "Aida" on October 15, began with a rush yesterday at Moutrie's. The company comes here from Tokio where it had an unusually successful season. There are 32 artists in the company, and there is a special orchestra of 25 members.

The reportoire for the first three nights is: Aida, Faust, and Carmen.

WANTED, young American age 19 to 24, graduate of High School or College, to learn trust business and banking. Excellent opportunity for advancement. Reply giving full particulars as to age, education, experience, etc., to Raven Trust Co., Ltd., Shanghai.

24786

Albert Morrison Was Y.M.C.A. Secretary Before Turning To Stage As Career

Mr. Albert Morrison

By Domino

All players have their own methods of making a situation real, or a line tell, or an effect appeal. For instance Mr. Frawley uses that wonderful voice of his to tremendous advantage in many of his scenes, and I have seldom or ever known an actor who can tear the heartstrings so thoroughly as Tim does when he drops his voice to something like a whisper, and yet makes it pierce into every nook and cranny of the theater.

Little Mrs. Farjeon, or to give her the stage name, Miss Claribel Fontaine, has a winning charm in which she makes an instant impression, while Miss Vera Doria uses a pair of fine eyes to attract those in front. Hamlet tells the players to suit the action to the word, and above all things to be natural. All this leads up to Mr. Frawley's leading man, Mr. Albert Morrison. If you think for a minute, you will agree with me that he gets every bit out of every line and situation by hard work. He gives you the impression when he is on the stage that he is putting his whole soul into the piece, and also a good deal of his body.

Morrison Is Hard Worker

He is above everything a worker, and his acting is so good and sincere because he does not rely upon that 'spark' that every player must have if he or she is to be successful. He studies action, line, look and gesture thoroughly. You know him to be safe, and never have that nervous feeling of unconscious sympathy that he is going to lose a line.

Mr. Albert Morrison, unlike the other male members of the Company, is not an American born. He first saw the light away down in the town of Dunedin, New Zealand. Before he was able to think for himself he was taken to Canada, and his boyhood days were spent in getting all the knowledge that in Toronto schools could give him. While there his chief thought centered around sport and he is still a little bit proud to remember that he got his colors at both soccer and rugger, and that in a boat he was able to keep things steady and if he did 'catch a crab' it was because he wanted to.

He was still in his teens when he found his way to San Francisco. One often hears of actors who either studied or were intended for the church. There is a big call from the pulpit and the stage. From both you are given a sense of power and there is an unconscious desire in most men and women, with red blood in their veins, to have power and use it for the best in this world. Well Morrison did not study for the church. The stage got him too soon.

Was Y. M. C. A. Secretary, Too

But he came very near to it. He held the position of secretary of the San Francisco Y.M.C.A. for some time, and he was the most youthful of the many workers in that excellent organisation. He was a speaker with a good deal of force and early got dubbed "the boy preacher." He hit out hard against one of the theaters because it happened to have its band just near enough to be unpleasant. He evidently hit with a good deal of vigor. Some time after, he was dining with a crowd of people, when the great producer Morosco was present. Morosco happened to say that he would like to get hold of that youngster who spoke so tellingly against his theater. Morrison whispered that he happened to be the guy. That started him upon his stage career. "And although my particular church vowed all kinds of vengeance upon my head, I cannot help thinking that I did right, for I believe that the stage can be every bit as big an instrument for good as the church." Good plays are object lessons far more striking than the most telling sermon, and the players themselves can also be just as decent as actors as they can be as ministers, he says.

There is not a line of parts that Morrison has not essayed in his long and varied experience. He has been juvenile, heavy, character, in fact he has had to be every kind of man and every kind of character. He prefers a good character lead in a straight comedy. We have seen him in "Scandal" in a strong role and right well did he handle it. Next Saturday he has a big lead in "The Man Who Came Back." That will unfortunately be the last big production in which we will see him on this trip, but in the future, well, who knows what lies in store for the actor and playgoer. I should have liked to have seen him as "Petruchio" in "The Taming of the Shrew," one of his favorite parts.

Was With Eva Lang

Shanghai playgoers will be interested to learn that he got his first chance as a leading man with Miss Eva Lang, the star of Frawley's first company. Curiously enough Miss Eva Lang had her first chance as leading woman with Mr. Morrison, so they started upon the road to greatness together. It was at the Burwood Theater in Omaha, Nebraska. For two years these fine players played stock in that city and afterwards for three years they filled special engagements there in the summer months.

It was while playing at the Little Theater, San Francisco, that Morrison caught the eye of Frawley and that astute manager knows a good thing when he sees it, so he went helter skelter after Albert.

Frawley Plays This Week

This week Mr. Frawley will give a series of repeats. On Monday "The Brat," in which Miss Prentice has so fine a part, will be presented. On Tuesday Mr. Homer Barton will help to make the weariest smile in "Parlor, Bedroom and Bath." Wednesday, Miss Gloria Fonda and Mr. Tim Frawley fill the bill with "Lombardi, Ltd.," Thursday that delightful play "Forever After," with Mr. Hildebrand and Miss Claribal Fontaine calling the tears and laughter, "Polly with a Past" on Friday in which Miss Vera Doria made a hit early in the season, and on Saturday a new production, "The Man Who Came Back."

Chinese Will Hold Patriotic Service

Chinese organisations of Shanghai will hold a patriotic service Friday morning at 9 o'clock at the Public Recreation Grounds, West Gate, to observe the eighth anniversary of the establishment of the Republic. In the evening there will be lantern procession.

Moving picture shows and theatrical performances will be held in the afternoon. Mr. Huang Yen-pei, vice-president of the Kiangsu Educational Association, has been elected chairman of the committee on arrangements.

The program of the service will consist of saluting of the flag, inspection of the various troops of Chinese boys scouts, and an exhibition drill by the Scouts. A parade will follow the meeting.

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Cotton Prices Mount On Hongkong Market

Substantial Advances Due To Unexpected Heavy Demand From Shanghai

(Reuter's Pacific Service)

Hongkong, Oct. 4.—Polishwalla and Kotewalls' cotton report says: "The unexpectedly great demand from Shanghai with much improved rates suddenly caused the most favorable effect on our market. Good business passed during the later part of the interval at the substantial advance of 12 to 15 dollars a bale in counts of tens and twelves while owing to the scarcity of twenties an exceptionally big rise of $25 a bale occurred within the last few days. The tendency at the close was steady. Total sales, six thousand bales, unsold stocks, three thousand bales, uncleared, 20,000 bales."

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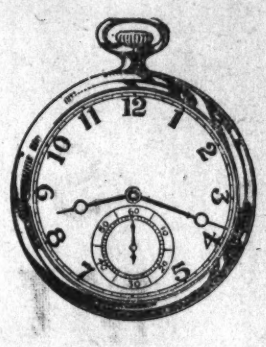

Adolescence

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EXCLUSIVE AGENTS

American Woman's Club Has Remarkable Growth

Organisation Started As Reading Circle Has Become Integral Part Of Community

The American Woman's Club has not only become an integral part of Shanghai community life but its events are so essential in the American woman's calendar, that everything else gives them precedence.

The club has just celebrated its 20th anniversary and completed a red-letter year in its history. From a small fire-side reading circle, with 20 charter members, meeting in private homes and sometimes in the American Consulate, it has grown in membership and activities until it now has nearly 400 persons enrolled, more than half of whom are actively engaged in one or more phases of club work. The membership has doubled itself in the past three years; 71 new members were received last year. Mrs. J. R. Hykes, Mrs. Y. J. Allen, Mrs. Barchet, Miss Ethel Allen and Mrs. W. H. Lunt were among the original charter members and are still with the club. In the past 20 years the club has had 11 presidents and five honorary presidents.

From a reading circle, or literary club it has developed into a large and well-regulated departmental organisation—each club member being also a member of as many departments as may appeal to her abilities or fancies.

Department Idea Popular

Until two years ago the club functioned as a unit, acting under the committee system. This departmental idea was introduced by Mrs. C. S. Lobingier, who was then president of the club, but whose term of service was cut short by enforced absence. Her theories, however, were passed on to the vice-president, Mrs. H. A. Wilbur, who, in diligent co-operation with the department leaders helped to put these theories into practice and so bring the organisation to its present status. So it is that the original music, social, philanthropic and literature committees have become departments and function separately—each electing its own officers, arranging its own programs and holding its separate bimonthly meetings. In addition to these departments there are also the membership nominating, courtesies and publicity committees which help to handle the designated work of the club. The executive board and directors, of course, remain the same.

What was originally the old music committee is now a large and interesting department of its own, lead in its activities this past year by Mrs. G. F. Ashley. Under the directorship of Mrs. F. D. Drake, vice-chairman, the department gave a series of programs throughout the year, studying Italian and French opera, modern French song writers, Bohemian music and concluding with a rare program of Russian concert pieces by Mr. Dent, an expert pianist.

Many Delightful Programs

The department has presented three delightful programs on club Tuesdays, American Indian and Negro music, folk songs of the British Isles and American composers' day.

In March, a concert was given for the Union Church Ladies Society the proceeds of which went to the Siberian relief work. In May a concert dance at the Carlton Cafe netted $240 towards the permanent equipment fund and will eventually go towards the purchase of a much needed piano for the club.

The department has also always stood ready to furnish the musical part of the program for other club events and has, in this way, cooperated with all the other departments.

What was once a philanthropic committee visiting mill districts and investigating orphanages has developed into a practical, modern social service department, which has had a strong hand in the alleviation of Shanghai's crying needs. Mrs. C. F. Remer has lead the work of the department this past year.

To Assist U. S. Authorities

The object of the department is to assist the American Consular authorities, the U. S. Navy Department and the Allied Nations refugee work.

Early in the year Mr. Nelson Johnson of the Home Service Department of the Red Cross, turned over his entire responsibilities to this department because he was leaving Shanghai. His work has been largely the investigation of claims against allotments from the United States in one form or another. Applicants were both foreign and Chinese. All Chinese applicants, in all investigated cases were the wives of Chinese employes on American ships Sometimes claims would be months old and in such cases there would be applications for loans. Often an old claim would be paid off, suddenly enriching the recipient in an overwhelming fashion. With pawn shops and high rates of interest and inexperience in handling large sums of money some few persons came to grief in spite of the counsel of this department.

Cases of people of American registry who needed assistance of one sort or another were constantly referred to this department. Early in the fall a member of the Shanghai chapter of the American Red Cross executive committee provided a comfortable sum for the relief of these cases. Later the Red Cross chapter as a whole increased this allowance and continued it for the year. It is hoped that this cooperation and support may be secured annually.

The department leaders feel that there should be a properly organised American Relief Committee working in close union with the Shanghai Charities Organisations.

Meets Many Needs

The department has meet the needs of many kinds of people. It has provided medical and surgical assistance and hospital fees. It has sent one stranded woman home to her own country and has started working a plan that will eventually provide an epileptic child with the best care that the United States can offer. It has, through these various services, come into close contact with much of the misery and ignorance that is ever at our doors in Shanghai. The need is great and only big plans and hearty co-operation can meet it in any measure.

Club Hears Many Speakers

This department has furnished the following speakers for club Tuesdays: "Red Cross Activities, Mrs. H. H. Arnold; "What America will do for her Blind Soldiers," Mrs. Geo. Fryer; "War Service of the Federation of Woman's Clubs," Mrs. C. S. Lobingier, our own delegate to the federation's meeting.

The old Social Committee is now a busy department, handling large events successfully and adding many social pleasures to Shanghai community life. The work has been supervised by Mrs. M. N. Zanke, Mrs. Overton and Mrs. R. B. Nichols.

The first large function came at Christmas when 150 children of club members were entertained, as guests of the club, with a real Christmas party. A dazzling tree hung with candy and stockings was the center of interest in the largest room at the Carlton Cafe. Each child was served with cake and cocoa and enjoyed a program of music, folk dancing by the Shanghai American school girls, and some clever performances by a Chinese magician and was presented with a stocking from the tree as they passed out.

Later in the year, a tiffin was given at the Columbia Country Club in honor of Mrs. Seaman, an old Shanghai resident and a former club member; Mrs. C. S. Lobingier our former president and newly returned delegate from the Federation of Woman's Clubs in America.

Celebrate 20th Anniversary

The events also celebrated the 20th anniversary of the club and about 200 persons attended. Several other events, not coming directly under this department but in which other departments co-operated included. A tea dansant at the Carlton Cafe when Madame Woo, a noted Chinese artist and philanthropist, gave over to the club a large collection of her own paintings to be exhibited and sold. The proceeds of the sale was $1,322.00 which was turned over to the Allied War Relief Association. There were several other sales, one of fancy toys and one of cakes—which brought in over five hundred dollars which was given to the American Red Cross. The club, as a whole, assisted three times in the entertainment of American and Czech soldiers and sailors at the Town Hall, furnishing music and refreshment for hundreds of hungry, homeless men in port.

A gift of $100 was made by the club towards the equipment of a sick room for pupils in the Shanghai American School.

A bridge party, under the direction of Mrs. Percy Bryant was held at the Columbia Country Club which netted a neat sum for the permanent equipment fund of the club.

Garden Party Successful

The garden party in May also at the Columbia Country Club was under the supervision of the social department, assisted by all other departments. Several hundred persons, including husbands and guests, gave themselves with happy abandon to tennis, dancing and tea; refreshments were served on the lawn while the Carleton Jazz Band kept the dancers busy inside.

The social department has its own board of hostesses who are responsible, for serving tea from 4:00 to 4:30 every club Tuesday and who are in charge of the club's hospitalities.

The literary department, with Mrs. W. J. Baldwin as chairman, offered two courses of study. One group in "Virgil's Aeneid" led by Mrs. R. H. Gregory and a study course on "China and its People," under the two main leads, "The Physical Features of China" and "The People." This course was in charge of half a dozen leaders and required sixteen lessons to cover it. It was by far the most popular, often drawing large numbers of women and some men who were eager to learn more about this fascinating country and its people and customs. Many outside speakers contributed to the success of this course, by pouring out from their wealth of knowledge and experience, such as may be gained only by long residence in China. Among these speakers were D. John Darroch on "Chinese Etiquette"; Mrs. J. W. Crofoot on "The Significance of Shanghai Parades"; Miss Tuttle of McTyiere on "Ancient Ceremonials"; Mrs. Vanderbeek of Nanyang on "Burial Ceremonies"; Dr. Vale, formerly of Szechuen Province, on "The Canal System and Irrigation"; and Mr. A. I. Adamson on "Bridge Architecture."

Literary Department Active

The following club Tuesday programs were supplied by this department:

"The Chinese in the Phillipines"—Judge C. S. Lobingier; "The Poet, Army Lowell"—Mrs. Asycough; "Chinese Medical Students in Siberia"—Dr. Ethel Polk; "The Opium Situation in China"—Dr. Wu Lien-tuck. "Chinese Betrothals and Marriage Customs"—by Mrs. T C. Chu. Mrs. Chu is the first Chinese lady to address the club as a whole and she more than fascinated her hearers.

The subject of China was so popular throughout the year that it will be continued this year with particular attention to Chinese Literature and Art.

The department closed its year's work with a Cantonese Birthday Feast at one of the popular Chinese Restaurants, where some of the ladies enjoyed tasting for the first time, real Chinese food. Mr. and Mrs. Fred Chur were guests of honor who explained the various dishes as they were served. Judge and Mrs. C. S. Lobingier, Mr. and Mrs. W. H. Lunt, Mr. and Mrs. Roy Squires and Dr. and Mrs. Hiltner acted as patrons and the affair was a fitting close to a year of most profitable study of China.

The past year's work, as a whole, under the capable leadership of Mrs. W. H. Lunt, who has been unanimously re-elected to the presidency for the ensuing year, has been by far the most successful year in the history of the American Woman's Club.

Tuesday brings the opening of a new year's work and even more extensive plans are in the [illegible]ng for these American women seem not yet to have adopted the Oriental pace, at least in their club activities.

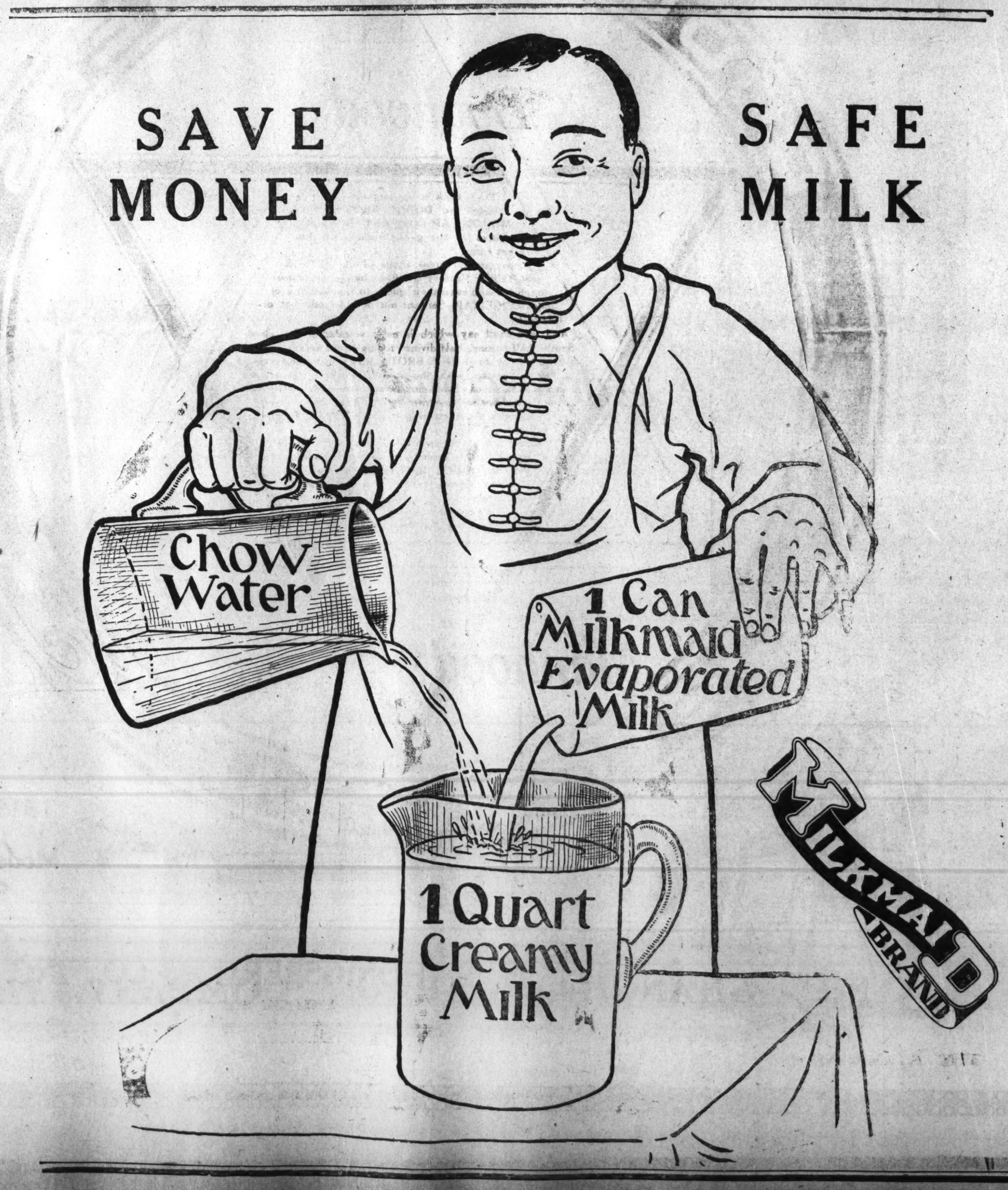
Weddings

Pennecard-Mooney

The wedding of Mr. Arthur Thomas Pennecard and Miss Cecilia Mooney, both of Shanghai, was solemnised yesterday at Holy Trinity Cathedral, following the usual civil ceremony before British Consul-General J. W. Jamieson. The ceremony at the Cathedral was performed by the Very Rev. Dean Walker. Misses Mabel Owen and Lucy Woods acted as bridesmaids and Mr. R. Brandt as best man. Misses Wilhelmina, Ivy, and Tranta Brandt were the flower girls, and Messrs. Charles and William Brandt served as ushers.

Hutchison-Jupp

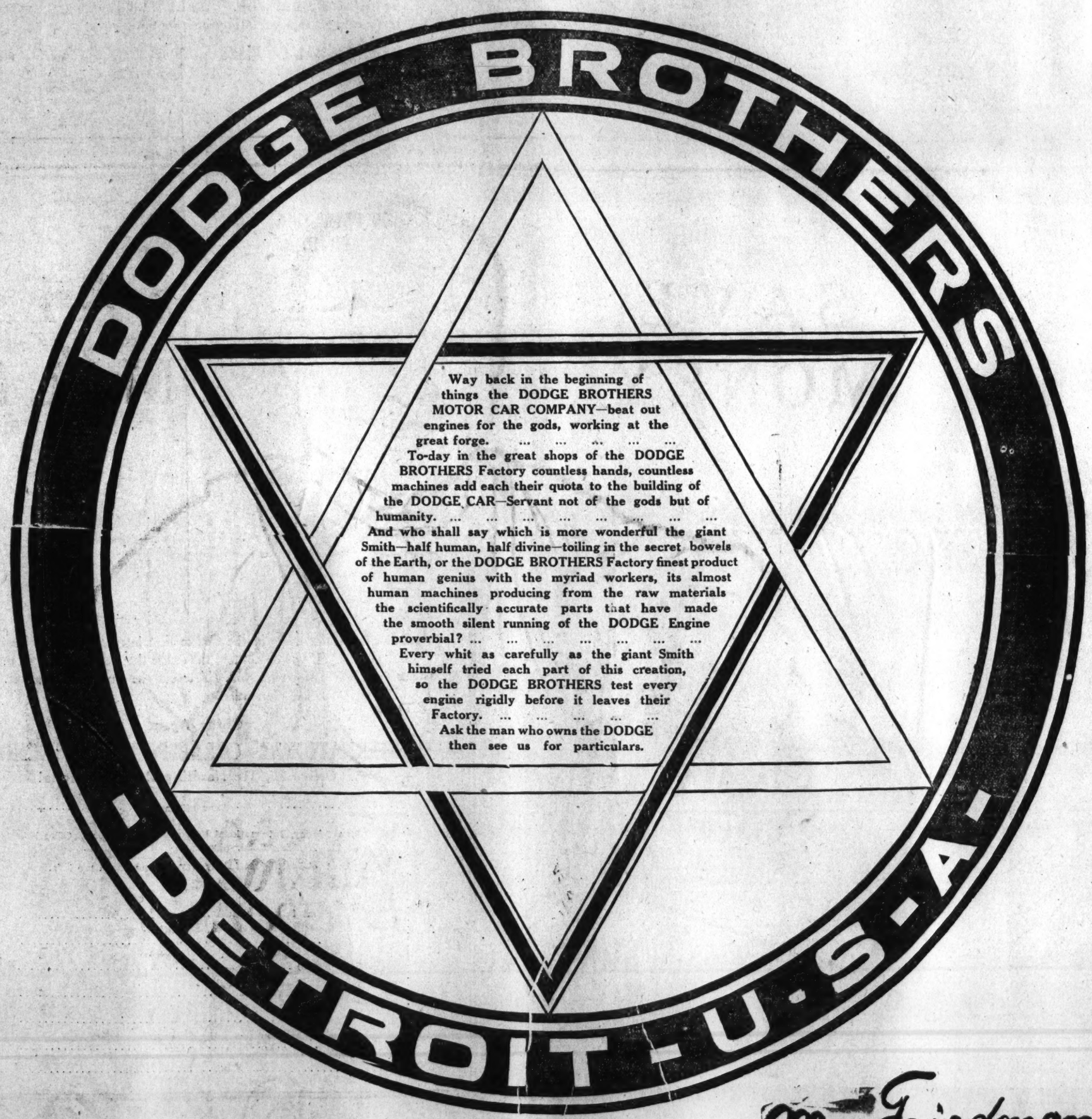
Mr. Robert Oliphant Hutchison of the Hongkong Civil Service and Miss Rose Blenheim Jupp, daughter of the late Mr. Joseph Jupp, were united in marriage at St. John's Cathedral at Hongkong, on September 29. The Rev. V. H. Copley Moyle officiated.



Dodge Motor Car Efficiency

is the Reward of Dodge Brothers' Capacity for Taking Pains

SERVANT NOT OF THE GODS BUT OF HUMANITY.


DODGE BROTHERS
Way back in the beginning of things the DODGE BROTHERS MOTOR CAR COMPANY—beat out engines for the gods, working at the great forge. ... ...
To-day in the great shops of the DODGE BROTHERS Factory countless hands, countless machines add each their quota to the building of the DODGE CAR—Servant not of the gods but of humanity. ... ...
And who shall say which is more wonderful the giant Smith—half human, half divine—toiling in the secret bowels of the Earth, or the DODGE BROTHERS Factory finest product of human genius with the myriad workers, its almost human machines producing from the raw materials the scientifically accurate parts that have made the smooth silent running of the DODGE Engine proverbial? ... ...
Every whit as carefully as the giant Smith himself tried each part of this creation, so the DODGE BROTHERS test every engine rigidly before it leaves their Factory. ... ...
Ask the man who owns the DODGE then see us for particulars.
DETROIT-U.S.A.

Max Friedman

SALES MANAGER.

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Our Main Showroom — Star Garage — 125 Bubbling Well Road

Odds And Ends From Peking

(From Our Own Correspondent)

Peking, October 1.—Captain Pat O'Brien, who has been spending the past two months here as the guest of Mr. A. M. Gupthill, left here last evening for Japan on his way back to the United States. Captain O'Brien served in the British and French armies during the war and is the author of "Outwitting the Hun" a story of his escape from the prison camps of Germany. During his stay here he interviewed both the President and the Premier, reviewed the students of the Nanyuan Aviation School, made a motor trip to Urga and lectured on aviation to the International Press Club. He hopes to come out to China again some time next Spring and go from here to Siberia to join Admiral Kolchak's army.

Major S. T. Dockray, who arrived here a few weeks ago to take charge of the affairs of the Marconi Wireless Telegraph Company during the absence in the United States of Mr. A. H. Ginman, left this morning for a short trip to Shanghai, where he is getting together the wireless telegraph and telephone equipment which his company is supplying to the Chinese Government. It is expected that Major Dockray will return to Peking within ten days and that he will lecture before the International Press Club soon after his arrival here on "The Use of the Wireless Telegraph and Telephone."

Mr. Willing Spencer of the American Legation has been made Division Chairman for China of the Harvard Endowment Fund Campaign for $11,000,000 with which to raise the salaries of the members of the Harvard Faculty. Harvard has a large graduate representation in this country, both Chinese and foreign, and it is hoped to raise a a sum that will materially assist the fund and be worthy of Harvard men in China. Mr. R. A. Burr has been appointed Publicity Manager of the campaign, and local chairmen will be shortly appointed in all the larger Chinese centers.

Mr. and Mrs. Henry Eichheim of Boston, Mass., have arrived here and will remain at the Hotel de Peking for at least a month. Mr. Eichheim has for many years been the first violin of the Boston Symphony Orchestra and is well known as a musician throughout America. He plans later to go to India to make a study of Indian music.

Miss Mildred Pyke of Tientsin has been appointed permanent secretary of the Peking Institute of Fine Arts and has already taken over her duties at the Institute's studies at 185 Hatamen Street.

Mr. and Mrs. E. B. Price of the American Legation are giving a large "At Home" at their residence in the San Kuan Miao from 4 until 6 this afternoon. Mr. Price, who returned to Peking from leave in America early last month, has been appointed Vice-Consul at Peking in addition to his duties as Assistant Chinese Secretary to the Legation.

Thieves broke into the premises of the Chung Mei News Agency at 53 Shih Ta Jen Hutung last night and got away with a quantity of clothing and a cigarette case set with rubies belonging to the manager. The police are on the trail and have already located and returned some of the clothing.

The Board of Directors of the International Anti-Opium Association are holding their regular monthly meeting at the quarters of the International Press Club on Monday next at 5:30 p.m. The Association has been very active of late, and much work has been done by it, both to uncover local smuggling and to hit the trade in narcotics at its source.

Ex-Premier Kung Hsin-chan has been going through a round of entertainments previous to his departure for Tientsin on a holiday today. Mr. Kung will remain in Tientsin for at least a fortnight, after which he expects to take up his work here as financial adviser to the President.

The wedding of Miss. Julia St. Clair and Mr. H. J. Krenz was solemnised today at high noon at the home of Colonel and Mrs. Drysdale, the French priest officiating at the ceremony. The bride whose home is in Kansas City came to Peking in January to accept the position of accountant in the office of Colonel Drysdale, the Military Attache; the groom is a clerk in the American Legation. The brides gown was made of white brocaded satin trimmed with silver lace and she were a long veil. The wedding took place in the drawing room which was beautifully decorated with palms and yellow astors. A similar decorative scheme was used in the dining room, the bride's table having a large center piece of yellow asters. After the wedding luncheon Mr. and Mrs. Krenz left by motor, for a two weeks' trip to the Western Hills. Among the guests were Dr. Tenney, Mr. and Mrs. E. B. Prince, Major Philoon, Mr. and Mrs. Clarke Minor and Miss West.

O'DWYER TUBE SAVES LIFE IN DIPHTHERIA CASE

Mechanical Device Used For First Time In China By Dr. Albert S. Tenney

For the first time perhaps in China, a simple mechanical device, known as the O'Dwyer tube, was used to save life from diphtherial strangulation Wednesday of this past week at the Shanghai Municipal Isolation Hospital. It was the case of a small Chinese girl brought to the hospital in an advanced stage and struggling for breath. Heretofore in such cases there has been but one chance, a surgical operation that cut the windpipe and admitted air direct into the lungs. Infection almost invariably followed and, according to medical authorities, seven out of every ten died.

The new device is a small tube inserted through the mouth and into the windpipe. It keeps the passage open and permits the patient to breath freely. To get it in place requires a special holding apparatus by which the tube can be released at the proper moment. And the tube itself is peculiar in that it has a small projection at the upper end to keep it from slipping down the throat.

In this first Shanghai case, the 5-year-old child was brought to the hospital at 3 o'clock in the morning. Dr. Albert S. Tenney was sent for, but meanwhile the little patient was becoming black for need of breath. The physician arrived and it took a minute for an assistant to dip the implements in boiling water. Then the operation, bloodless and without anesthetic, took six seconds. Almost instantly the baby's color changed. Instructions were given in case the tube should be coughed out but there was no great haste necessary, the physician stated, if it should.

The tube was kept in place something over twelve hours and in the meantime doses of anti-toxin were administered as in ordinary cases of diphtheria. Today the baby is recovered and will be returned to her parents in a few days. Steps are being taken now to equip the hospital with an outfit of O'Dwyer tubes and Dr. Tenney will instruct the nurses in the art of intubing, as it is called. Cases of diphtheria among the Chinese are common in Shanghai during the fall and winter. Usually it attacks the back of the throat, such as the tonsils and soft palate. Then anti-toxin alone is the usual treatment. But occasionally the disease begins in the lower throat or larynx, when it is commonly called membraneous croup. This is always dangerous and it is with such cases that the new treatment will be effective.

SAMPLE LINE LINGERIE on Sale—Room 303, Astor House Hotel, Monday morning, 9 a.m.

FALL
WALK-OVER
SHOES

With the cool fall weather comes the need of a change of footwear.

When you think of new shoes—think of WALK-OVERS.

Think of the pleasure you secure by putting on a pair of our good-looking, perfectly fitting, comfortable shoes.

We are ready to serve you and invite your inspection.

WALK-OVER SHOE STORE
"The Store Ahead"
24 NANKING ROAD

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ILLUSTRATING AND DRAFTING
Commercial Illustrating
Architectural Drawing
Cover Designing
Newspaper Illustrating
Cartooning
Magazine Illustrating
Handicrafts Designing
Industrial Designing
Lettering and Sign Painting
Show Card Writing
Drafting
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Ship Drafting
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Soil Improvement
Farm Crops
Dairying
Live Stock
Farm Management
Fruit Growing
Vegetable Growing
Poultry Farming

ENGINEERING COURSES
Mechanical Engineering
Architectural Engineering
Civil Engineering
Steam Engineering
Electrical Engineering
Steam Elec. Engineering
Gas Motor Engineering
Automobile Engineering
Mining Engineering
Sanitary Engineering
Structural Engineering
Concrete Engineering
Chemical Engineering
Telephone Engineering
Telegraph Engineering
Railroad Engineering
Bridge Engineering
Municipal Engineering
Marine Engineering

LANGUAGES WITH PHONOGRAPH METHOD
English for those who read Chinese, French, Spanish.
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MISCELLANEOUS COURSES
Analytical & Industrial Chemistry
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AT WHITEAWAY'S THIS WEEK

The Remaining Stock of
SLAZENGER'S 1919 TENNIS BALLS

$3.00 PER DOZ.

WHITEAWAY, LAIDLAW & CO., LTD., SHANGHAI

MONDAY'S FEATURE — FEET.

A few details of values in Ladies' and Men's Shoes.

REGAL
THE SHOE THAT PROVES

All prices revised on the present basis of cost and exchange.

The "Princess"

Brown Russia Oxford Shoes
$12.50

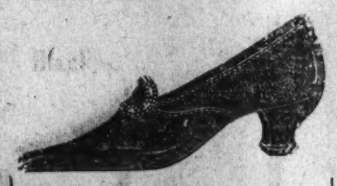
The "New York"

Black Glace Blucher Oxford Shoes
$12.50

"Regal" Patent Pumps

All sizes and fittings
12.50

Black Glace Kid Court



Glace or Patent Court Shoes.
$10.50

The "Casino"

Black King Calf, straight goloshed button. Dull kid top, straight toe cap, Louis XV. heel, Winter sole.

Price **$14.75** pair

Also Stocked in Black Glace
$14.75

MEN'S REGAL SHOES

The "Gotham"

A well cut and superbly lasted Black King calf blucher. Smart toe, medium weight sole.
Price **$14.50** pair

The "Hub"

Black King calf blucher, round toe, light sole. Comfortable and easy fitting.
Price **$14.50** pair

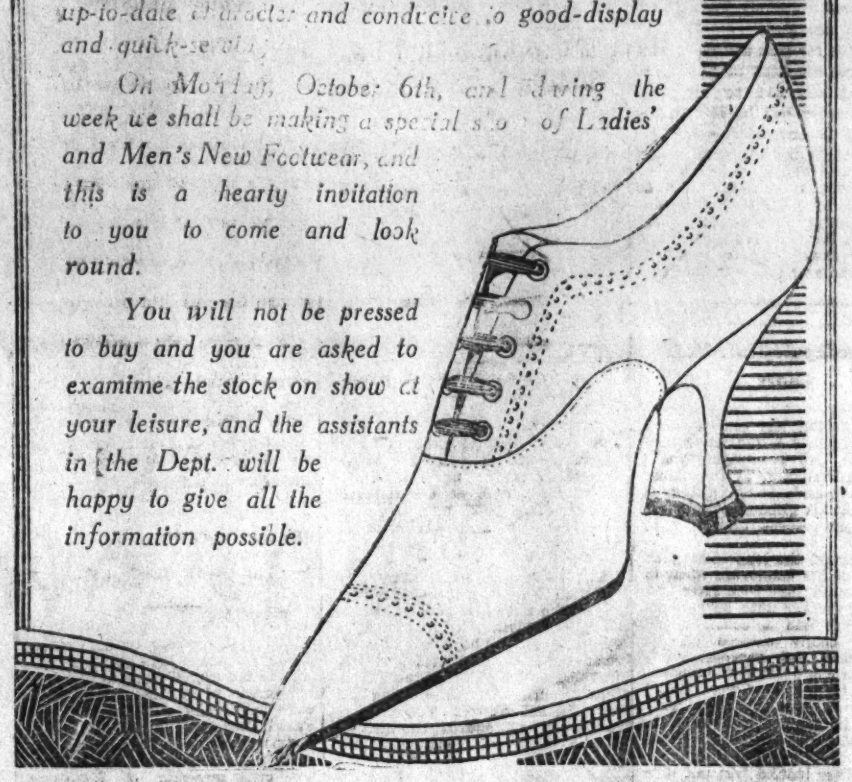
THE ANNOUNCEMENT

The time has arrived in the course of our extensive alteration when the Boot and Shoe Dept. can be installed in its new home.

The arrangements and fittings are of the most up-to-date character and conducive to good-display and quick-service.

On Monday, October 6th, and during the week we shall be making a special show of Ladies' and Men's New Footwear, and this is a hearty invitation to you to come and look round.

You will not be pressed to buy and you are asked to examime the stock on show at your leisure, and the assistants in the Dept. will be happy to give all the information possible.



Black King Calf Button

Straight goloshed, plain vamp, low heel. Good walking sole, medium toe.
Price **$14.75** pair
Also in lace and in Brown Russia Calf.
Price **$17.50 & 19.50** pair

A Beautiful Example of The Cordwainer's Art

A Balmoral with a Tan Calf golosh and a Brown Antelope top, low heel.
Price **$17.00** pair
Also in Tan Glace top.
Price **$16.75** pair

The "Paquin"

Also in Black King Calf, with White Kid top.
$13.50

Patent straight goloshed balmoral, Fawn cloth top, Louis XV. heel.
Price **$13.50** pair

Dull Kid Court

Cuban heel, smart toe, dainty uncommon buckle as tasteful decoration.
REGAL PRICE **$12.50** PER PAIR

For Golf or Shooting

Stout Black or Brown calf blucher, double soles. Drill lined round toe, broad heel.
Price **$14.50** pair

MEN'S "NETTLETON" SHOES

Just a few examples

The "Savon" King Calf Blucher Oxford, medium toe, good fitting, stylish and durable.
Price **$18.50** pair

A Balmoral in a beautiful shade of Brown, whole goloshed.
Price **$19.50** pair
Also with Mole Grey top.
Price **$19.50** pair

Patent whole Goloshed Button Boot, plain vamp Black cloth top.
Price **$19.50** pair
Ditto with toe cap, dull kid top.
Price **$19.50** pair
Ditto with Grey antelope top.
Price **$19.50** pair

ECONOMY THROUGH QUALITY

Every-Day Model

Nettleton "Ardsley" Last

Laced Oxford Style. In Black or Dark Tan Russia Calfskin.

The "Ardsley" is one of the most favored of the NETTLETON master-lasts and is reproduced in a great many styles and materials. In the above leathers it is particularly typical of the NETTLETON ideal of combining looks, comfort and long service; that is, of effecting economy through extraordinary quality rather than price.

Price $18.50
Black or Brown.

Agent for Nettleton Men's Shoes—the World's Finest

$19.50

Black King Calf, whole goloshed Balmoral. An ideal winter boot. Light but weather resisting.
Price **$19.50** pair

IT DOESN'T MATTER

How costly your Frock or Hat may be, unless you are WELL-SHOD

YOU ARE NOT WELL DRESSED

The High Leg "Belmont" Black and Brown

Brown calf blucher. Full bellows tongue, double sole. Distinctive in style and unapproached for durability.

PRICE **$25.00** PAIR

THE "BANKER"

Also Stocked in Black Glace

A Tan Glace Balmoral of a distinctive shade. Round toe, light yet durable, flexible sole. The last word in comfort.
Regal Price **$14.50** pair

ALSO TAKE THE LIFT UP TO THE FIRST FLOOR AND SEE THE MILLINERY SHOW

WHITEAWAY, LAIDLAW & CO., LTD., SHANGHAI

TERMS: CASH at time of purchase or on delivery of goods

FREIGHT RATES LOWERED FROM PACIFIC COAST

New Tariff To Orient Places Western Ports On Parity With Those On Atlantic

Due to the efforts of the Special Committee on Shipping, composed chiefly of members of the San Francisco and Los Angeles Chambers of Commerce, a notable reduction in ocean freight rates to the Orient has been made, such as will place Pacific Coast points on a parity with Atlantic coast cities in dealing with China and the East.

Much higher rates had been tentatively adopted by the U. S. Shipping Board. The Special Shipping Committee remonstrated and in addition submitted their own recommendations which have now been accepted.

The rates for iron and steel wire in packages are fixed at $12 a ton by weight and $14 by measurement. Leather will be at the rate of $14 by measurement, old newspapers, $14 by measurement, paint $14 and lead $12 by either weight or measurement. Paper will be $14 a ton by weight or measurement, roofing paper $14. On asphaltum the Shipping Board had originally fixed the rate at $20 a ton, but the new rate will be $14.

Yesterday At The Mixed Court

Wang Ah-dau has told his last story at the New World for at least four weeks. He was employed as a professional narrator at the amusement palace and, being gifted, nc decided that his glibness could bring him larger returns than a mere salary.

He borrowed the long satin gown from one of his employers when no one was looking and soon after talked a pawn broker into snapping it for a ticket and a consideration. Then he boldly entered another establishment and appropriated a saw and pair of boots, deftly answered whatever questions were asked and made an easy get-away. Then a policeman stopped him when he saw the saw and the boots. When Wang attempted to tell a story to the cop, the latter bawled "An tell it to the sergeant." The officer found the pawn ticket and then the gown was recovered, the police department found the owner. So now Wang is telling stories to the Municipal jailer for one month.

Wong And His Tooth

Gestures are the proper thing for a man with a genuine toothache but where the ache is intended to camouflage petty larceny operations, they are all wrong. Wong San-yuin with a police record, walked into a Chinese dentist's office at 3 Thorburn Road. How much will it cost to fix a bad tooth, he asked, and the answer came, one dollar.

Wong threw up his hands in make-believe horror.

"I'll give you ten cents—." That was as far as he got for the dentist's hat loosened by the gesticulating dropped from beneath Wong's jacket.

In the Mixed Court yesterday. Assessor Havashide and Magistrate Tsang decided that the penalty should be one month.

Two Shanghai Police Returning From War

Men Who Left City In 1914 Expected To Arrive On P. and O. Liner Today

Two of Shanghai's police officers, who left this city in 1914 and went to England for war service, are expected to arrive today on the P. and O. liner Khiva from London. They are Sergeant Trooper C. E. Beale of the Bubbling Well station and Corporal William Grant, warden of the jail.

Sergeant Beale joined the Royal Horse Artillery and early in the war was severely gassed. Corp. Grant was with a brigade of heavy field artillery and in the battle of the Somme was badly wounded by a shell fragment which struck him in the head.

Sergeant Ross, also of the Shanghai police, is expected shortly to return from the war. He joined as a private but was promoted to the rank of lieutenant of the Argyle and the Sutherland Highlanders. He was wounded and later was assigned to the Gold Coast regiment in Togoland.

Among the other passengers on the Khiva from London are Mr. and Mrs. H. G. S. Jones and two children, Mrs. A. Ronaldson, Mrs. J. A. Richardson and two children, Mrs. A. Tuebton, Miss J. N. Ratchen, Miss F. E. Reynolds, Mr. G. A. Falconer and Mr. C. J. Little.

News Brevities

The annual general meeting of the Shanghai Ladies' Golf Club will be held at the Golf Club on Wednesday morning, October 22, at 10:30 o'clock.

* * *

A Social Service Club has been organised with a charter membership of 20 ladies in Tientsin. A meeting was held at the residence of Mrs. R. S. Hall on Recreation Road recently and officers of the new organisation were elected.

* * *

The Shanghai Missionary Association will hold its regular meeting at the Shanghai Baptist College Tuesday, starting at five o'clock. The program will begin with a social when tea and refreshments will be provided by the ladies of the Baptist Mission. The business meeting will begin at six o'clock. The Rev. B. Webster will address the meeting on the "Place of Religious Education in a Mission School."

* * *

Dr. P. W. Kuo, who has just returned from a trip in Europe where he has been investigating educational conditions, will present his official report this afternoon at 4 o'clock at the Kiangsu Educational Association.

* * *

Messrs. Zylstra and Company Trading Co. will move into offices at 17 The Bund tomorrow.

* * *

The Glen Line Eastern Agencies Ltd., will move their offices tomorrow to the China Mutual Life Insuarance Co. Ltd. building.

* * *

Dr. Lionel Street, has returned from war service and has resumed his practice here at 2a Kiukiang Road.

* * *

The Festival of the Dedication will be observed with three services today at the Holy Trinity Cathedral, the first at eight o'clock, the second at 10:30 and the evening service at six o'clock. A children's service will be held at three o'clock this afternoon.

* * *

Shipment and delivery of cargo will be suspended on Wednesday and Friday at the Custom House in observance of the Mid-Autumn Festival and the National Festival.

* * *

Many Shanghai people are planning on making the excursion announced by the Shanghai-Hangchow-Ningpo Railway to the Hangchow Bore next Friday, Saturday and Sunday. Special trains will leave Shanghai North Station.

DEPOSITS ACCEPTABLE AT CITY'S BANK MONDAY

Period For Those Who Wish To Claim October Interest Closes Tomorrow

Tomorrow is the last day on which deposits can be made this month in the Municipal Investment bank to draw the October interest, according to announcement of the Finance Department of the Municipal Council.

Amounts in taels or dollars in any size are being accepted, the dollars being converted into taels at the current rate of the day. These savings deposits draw interest at the rate of six percent until March 5, 1920, at which time those large enough are converted into seven percent Municipal debentures.

In order to save accounting and unnecessary expense the interest bearing periods are confined to the first of each month, deposits are received from the first to the fifth. Because the fifth falls on Sunday the period has, for this month, been extended to tomorrow.

French Officials See Grave Of Confucius

(*China Press Correspondence*)

Tai-anfu, Shantung, China, October 1.—Two distinguished guests for the trip to the sacred mountain and the grave of Confucius this week were the Messrs. G. Maugras of the French Legation in Peking and G. Bonmarchand of the French Embassy in Tokio. They were the guests of the civil governor of Shantung Ch'u Yin-kuang, who sent as his representative Dr. Y. Yenshan Wang of Chicago and Columbia University who is at present acting as adviser to the Governor.

The Confucian Duke received them royally and did much to make their visit to the home of the great sage of especial interest. The foreign wines served by the Duke were said to be almost too much for the foreign guests though the Duke seemed to experience no difficulty in storing away a good quantity of the strong stuff. Ascending the mountain here the guests surprised the natives by refusing to use the chairs provided but made the climb on foot; it may be added that they later agreed that the local folks knew best what was needed as the climb is tiresome.

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Sterling Rate Draws Transvaal Gold To U.S.

Million-Dollar Shipment from South Africa Inaugurates the Scheme to Profit by the Discount on Exchange—Sanctioned by the British Government as a Solution of the Gold Mining Problem—212,838 Ounces In New York Equal To 235,403 2/3 in London

(*From The Annalist*)

When it was announced from London a short time ago that the British Government has released the Transvaal gold mining companies from their agreement to dispose of their mine output only to the Imperial Mint and the Bank of England, at London, or through the agencies in South Africa, an interesting, and, for the time, rather novel development in international trade and finance became possible. In effect, what the British Government did in thus abrogating the gold agreement was to make it possible for the gold producers to enjoy the same, or relatively the same, trade opportunities as are open to all other British producers of commodities and goods which are in demand in the overseas trade. The gold miners, in brief, are now allowed to take advantage of the fluctuations in sterling exchange. Incidentally, in this case, the Imperial Mint is passing to the miners the advantage which it had monopolised.

Under the gold agreement with the South African gold mining companies, the latter were required to sell all of their output to the Imperial Mint at the fixed price of 77 shillings 9 pence per ounce. The price for fine gold at the mint in London is 77 shillings 10½ pence: the difference of 1½ pence is the charge the mint makes for immediate payment. Under the Coinage act, individuals and private concerns have the right to deposit their gold at the mint and to have it coined into standard pounds, but the operation takes considerable time, with attendant delay and loss of interest, etc. To overcome this delay, the mint agrees to make spot payment at 77 shillings 9 pence. That is the spot price the Transvaal miners agreed to when the understanding with the mint was reached.

But that understanding was arrived at some years ago. Since then all prices have gone up. It costs a great deal more to produce gold, as it does to produce everything else, and the price for gold has remained stationary, and must do so, while the price of other things has enhanced.

The Miners' Problem

For months, in fact for more than a year, the gold miners had been agitating for an increased price. They at first asked for a flat increase in the mint price. This, obviously, was out of the question. The price of gold must remain stationary, else the whole financial structure would have to be made over. All bonds, all notes, mortgages, virtually every financial agreement of fixed value is predicated on the price of gold. The coins of every commercial nation are based on the value of gold; it is stated by law that so many ounces and grains of gold of a specified fineness must be contained in the coins. It would upset finance completely, and in doing so would benefit nobody, for there would be an immediate price readjustment of all other commodities and the gold miners, who would receive more currency, would be no better off, for their increased currency would buy no more than their old amount would purchase.

When this point was fully discussed, apparently to the satisfaction of the miners who ceased their clamor for increased prices, they countered with a demand for Government subsidy. They agreed that it would be unwise, maybe, to increase the mint price, but they contended that the British Government could indemnify them by granting a special bounty for the production of the metal. This, too, was combated by Government officials and economists who insisted that a subsidy was simply another way of increasing the price and that the ill effects would be quite as severe as a frankly admitted advance in price.

There was some talk then of the Government taking over and operating the mines. Not only was this heard in London, but also it was brought up in this country, where pretty much the same situation obtained. In fact, during the spreading of propaganda by the gold mining interests, it was charged that, unless the Governments did step in and render positive assistance, the production of gold would fall off. For a short time it did diminish in volume, but this, in all probability, was due to a paucity of labor, a condition which for a time hit every industry.

Now the British Government has apparently solved its problem. Under the new scheme, which relieves the Transvaal operators from selling their metal at the fixed price of £3 17s. 9d., and receiving this sum in British currency, they are enabled to send their gold to the United States, or to any other market where it may be to their advantage, take the going rate in the country of destination, and remit the proceeds to London by purchasing the depreciated sterling exchange.

The profit in this operation is the discount on exchange. The price of gold in the United States is fixed at $20.672 for pure, or fine, gold, and at $18.605 per ounce for gold of the so-called "standard fineness," which is 9-10 pure. Standard fineness is the fineness of American gold coins. British gold coins are 11-12 fine, or, in terms of percent the figure is .916 against .900 for American.

The American price is unaltered. But gold is a commodity which, while it does not appreciate in value, also does not depreciate. The quotation for pounds sterling in the foreign exchange market is for credit pounds. If British importers of American goods could always settle their balances in gold there would be no fluctuations below parity, which is $4.8665. In normal times there are few, if any, fluctuations below $4.85, for at that price it is cheaper to ship gold from London than it is to pay the premium on dollars.

When the Transvaal gold miners send their gold here—it has already been announced that 50,000 ounces, worth slightly less than $1,000,000, have been consigned to an American banking firm—they get the full United States mint price of $20.672 per fine ounce for their fine gold. Payment is made in American money, and the amount figures out at the equivalent of £3 17s 9d. in London. But, having the money in New York, they are enabled to buy exchange on London, which is also payable in British currency, and they can buy pounds at the rate of exchange and make the difference between the current rate and the parity of exchange.

In other words, if the Transvaal gold were to be originally figured in dollars, instead of in sterling, the miners, under the old agreement, would have to produce $4,866,500 in gold before they could get £1,000,000 in sterling in London. But with exchange at $4.40 to the pound, they could export to the United States approximately only $4,400,000 in gold and still buy £1,000,000 in British currency in London.

Expressed somewhat differently, under the old arrangement of a fixed price in British currency, it took 235,403 2-3 ounces of fine gold to get the £1,000,000 currency. Now, by sending the metal to the United States, selling it to the American mint at the going rate here, and transferring the funds back to London by way of the foreign exchange market, only 212,838 ounces of fine gold would be needed. It would, of course, take a little more to complete the transaction, for there would be the loss of interest while the gold was in transit between South Africa and the United States, and there would be the costs of shipping and insurance. But in gold operations these are minor operations, especially now that the war is over and there are no more U-boats operating along the shipping channels.

Output $15,000,000 A Month

How much gold South Africa is likely to send to the United States on account of this newly made possible operation is not known. The output of the Transvaal mines averages somewhere between $13,000,000 and $15,000,000 a month, and it is possible we will get all of this production, or substantially all of it, as long as sterling exchange remains at a big discount. In addition to the output, however, there is supposed to be a very good-sized accumulation of gold at South African centers which has come out of the production of the last two years or more. Thanks to the U-boats, the Imperial Mint and the Bank of England made arrangements to store the gold at the points of production, rather than risk the loss of it at sea. The bank purchased it and turned it over to its agents on the ground. What this accumulation is, is not known definitely, but is supposed to be large. To turn that gold loose on the American market, however, would probably necessitate the resale of it by the Bank of England, and it is doubtful if the bank authorities would agree to this, as the operation would tend to deplete the bank's gold reserve.

In this connection, it is possible that the United States will also receive some Canadian gold. The rate of exchange on Montreal now stands at a premium on New York of about 4⅜ percent. That means that $1,000 of American money is worth $1,043.75 in Montreal. As it costs only about a dollar a thousand to move gold from Canada to the United States, it is easily possible that the Canadian gold producers will demand some sort of preferential treatment now that the South Africans have been taken care of. A profit of $43 on $1,000 of Canadian gold means a profit of $43,000 on $1,000,000, and that is a sum sufficiently alluring to tempt a good many people, especially when it is known that some other people are receiving big profits on corresponding transactions.

However, there are limits to this beyond which Great Britain cannot afford to go. With all British Colonial exchanges favoring the United States, as well as with sterling on London favoring us, the operation might well be conducted on a scale which soon would drain off the British gold reserve. As Britain is in none too firm a position with regard to her currency, which is secured only to a small extent by gold, it is patent that she cannot afford to let go of any great quantity of the metal without putting herself in an embarrassing position at home. This she does not want to do; no more do we want her to, for a highly watered currency is one of the things which acts adversely on bills of exchange and foreign exchange rates, and the depreciation in sterling exchange has already gone too far to suit the best interests of American overseas trade.

With every one appreciating this, it may be considered probable that the interesting business of selling gold to the highest bidder, so as to take advantage of exchange variations, will be kept within reasonable bounds. It might be carried to extremes, but it is pretty certain that it will not be.

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Japan's Deals With Allies All Withheld From U.S.

Lansing, Reappearing Before Senators, Tells How America Was Kept In Dark; Also Gives History Of Lansing-Ishii Agreement Negotiations

Washington, August 11.—Japan's secret treaties with Great Britain, France and Italy for the disposition of captured German territory and rights in China and in the Pacific Ocean were concealed from the United States Government until after the war had ended and the Peace Conference at Paris was under way.

This was the frank admission today of Secretary of State Lansing before the Senate Foreign Relations Committee. Mr. Lansing said explicitly that Viscount Ishii, who came to the United States as a special Ambassador of the Mikado's Government, and who negotiated the Lansing-Ishii agreement, either "affirmatively or by his silence" concealed from Mr. Lansing the secret treaties.

"My first knowledge of the actual agreements came early in February, 1919," said Mr. Lansing. "The secret agreements between the Allies and Japan were transmitted to the State Department in that month by the American Peace Commission in Paris.

"I have ascertained also that the treaties were never published in Russia, as members of this committee thought. The Russian division of the State Department and D. C. Poole, formerly United States consular agent in Russia, who has just returned to the country, assures me that they have been unable to find any evidence that the secret treaties ever were made public in Russia."

Mr. Lansing here referred to questions asked him last week indicating the belief by Senators Borah and Johnson that the Trotsky Government had made the treaties public.

"However," he continued, "at the time the Lansing-Ishii agreement was made I did know that Great Britain and France had some sort of understanding with Japan. Sir Cecil Spring Rice, then British Ambassador to the United States, told me in October, 1916, six months before the United States entered the war, about an agreement between Great Britain and Japan covering disposition of Pacific Islands taken from Germany.

Mentioned the Pacific Islands.

"On September 6, 1917, when our conversations on the Lansing-Ishii agreement were beginning, Viscount Ishii told me that while in London he had talked with Sir Edward Grey, who was then British Foreign Minister, and had told him that Japan intended to return Kiaochow to China, but that the Pacific Islands must be retained, as no Japanese Government could stand that would return them to Germany. The equator, Viscount Ishii said, was to be the dividing line between the islands Japan was to get and those that were to go to England."

"So that the agreements entered into between Japan and the Allies were entered into before the United States entered the war?" asked Senator Hitchcock.

"Long before," said Mr. Lansing. Mr. Lansing said that the information Viscount Ishii gave him concerning his talk with Sir Edward Grey was the only mention made of the secret treaties.

"You know now that Ishii either at that time affirmatively or by his silence concealed from you the fact that Japan had secret agreements with Great Britain and the other powers, don't you?" asked Senator Borah.

"Yes," replied the Secretary.

Senator Borah then read from a debate in the House of Commons a statement by Arthur Balfour in reply to a question by a member. Mr. Balfour assured the member that "President Wilson is being kept fully informed by the Allies' concerning agreements made among themselves.

Mr. Lansing also stated that when Mr. Balfour was in the United States and when Rene Viviani and Lord Reading were here, none of them volunteerd any information concerning the existence of the secret agreements with Japan.

"You said last week you would have made the Lansing-Ishii agreement just the same if you had known of the secret treaties," said Senator Brandegee. "Has that agreement any binding force on the United States."

"It has none," was the reply.

"It is simply a statement of policy, of the way the United States regarded the situation as to Japan and China?"

"That is all."

Senator New interrupted to ask whether Mr. Lansing could enlighten the committee on a recommendation reported to have been made by the General Board of the Navy to the effect that the United States ought to have at least one island in each of certain Pacific groups.

"I never knew of that directly," said Mr. Lansing. "There was some discussion of it, I believe. It was in regard to submarine cables."

Inquiry To Be Pressed Later

Senator New did not pursue the inquiry, but it will be pressed later in other quarters, it is understood, as committee members have been informed there is grave danger of the United States being unable to maintain Pacific cable facilities because of the lack of cable stations which could be established on the islands in question. Great Britain is to have control of the islands to which Senator New was referring.

Mr. Lansing next gave the committee an explanation of the Lansing-Ishii agreement which he last week promised to submit.

"In regard to the Lansing-Ishii agreement," he said. "I suggested to Viscount Ishii that it would be well for the two Governments to affirm the open door policy with regard to China, on the ground that reports were being spread to the effect that Japan intended under cover of the circumstances created by the war to extend her influence over China.

"Mr. Ishii said that he thought that Japan's special interest in China should be recognised in any agreement.

"I replied that the United States recognised that because of geographical conditions Japan had a peculiar interest in China, but that the danger of putting anything like that into an agreement was that it would be misconstrued. For that reason I objected. I told him that if he meant that Japan had a paramount interest, I could not continue the discussion.

"Viscount Ishii then brought up the Monroe Doctrine and suggested there should be a Monroe Doctrine for the Far East. I told him there was much misconception about the Monroe Doctrine; that it was not an assertion by the United States of a primary or paramount interest in the countries of the Western hemisphere, but a declaration to prevent interference of foreign nations with their affairs or territory, and that the United States claimed no special privileges over other nations. I said that, in my opinion, no special privileges or paramount interest should be given to any other nation with regard to China. Ishii maintained silence."

"Then what made you think that Viscount Ishii had accepted your definition of special interest?" asked Senator Borah.

"The fact that he continued the discussions," said Mr. Lansing. "I had told him that I could not go on unless my interpretation of those words was accepted. He continued to discuss the agreement and to press for the inclusion of the phrase regarding Japan's special interest."

The special interest phrase was included in the agreement which was concluded early in November, 1917, Mr. Lansing said, and so far as the United States Government knew it has never been construed by Japan as meaning anything beyond what Mr. Lansing said it meant.

The Secretary denied that the Chinese Government had protested against the agreement, and pointed out to Senators who were questioning him on that point that what they were disposed to regard as a protest was a declaration which, in effect, backed up the American position on Japan's special interest.

"But the Japanese Government did put on the agreement, some time later, the construction which Ishii wished to place on it, did it not?" asked Senator Borah.

"The Japanese Government did not," said Mr. Lansing.

"Well, did the Japanese press do so?"

"Yes, it did."

In reply to a question by Senator Johnson, California, Mr. Lansing said the question of secret treaties never came before the Council of Foreign Ministers at Paris, of which he was a member.

"A member of the Italian Government approached me before the peace conference started and asked what position the United States would take on the treaty of London," said Mr. Lansing. "I replied that, so far as the United States was concerned, it would support it, if it was a just treaty, but that if it was not just we would not."

"What was the position of the American commission regarding secret treaties?" asked Senator Johnson.

"We felt we were not bound by them," replied the Secretary.

"Is there a tri-partite agreement between England, France and Japan regarding the Orient and Asia Minor, China, and the territory thereabouts?" asked Mr. Johnson.

Secretary Lansing said he had never heard of it, although he believed England, France and Italy had an agreement covering the future of the Ottoman Empire.

"I believe there is some agreement, made early in the war, as to possible spheres of influence in Turkish territory," he said, "but I know nothing of it officially."

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		10th	11th	12th	
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Siccawei	arr.	7.19	8.22	9.19	"
Jessfield	"	7.26	8.29	9.25	"
Shanghai North	"	7.45	8.45	9.40	"

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American Relief In Poland Will Continue Unabatea

A. R. C. Will Help Struggling Republic Wherever Necessary Throughout Coming Autumn—U. S. Army Sanitary Commission Enters Field—Suffering And Privation Still Prevail To Large Extent

Warsaw, September 1.—An announcement issued from the headquarters of the American Red Cross here says that the relief work which has been so needfully carried on in various parts of Poland, is to be continued, wherever necessary, throughout the coming autumn. The fact that the Polish Government is taking over certain parts of the American activities had led to rumors that the Red Cross was withdrawing. But today's announcement makes it clear that, in accordance with its policy, the Red Cross is only moving on into new fields of activity. The policy of American relief work is to establish relief activities wherever great need exists, and then to encourage local agencies to take over the work and carry it on.

This policy has been very successful in Poland, under the direction of Col. Walter C. Bailey of Boston, who is now returning home after two years of work with the Red Cross. His work is to be continued along the same lines by the new Commissioner, Major A. J. Chesley, of Minneapolis. Dr. Chesley is one of the foremost public health authorities in the United States. He has been connected with the Polish mission for several months and his familiarity with the country's conditions and needs ensures continued able leadership of the mission's activities.

Red Cross Blazes Trail

When the sanitary commission of the United States Army arrives in Poland to aid in the typhus epidemic that is sweeping the country, it will find the people in many places using modern steam sterilisers, hot-air disinfectors and other sanitary equipment brought into use by the American Red Cross. The Army commission will supplement these supplies and continue the work in active co-operation with the Polish Government and the Red Cross. The two latter organisations have been at work for the past five months.

The Army Commission plans to enlarge greatly upon the program of the Red Cross and for this purpose it will import large quantities of sanitary equipment formerly used by the American Army in France and which are now being transported across Germany. Some of the items include 6,000 clippers, 30 mobile laundries, 50,000 flat-irons, for clothes. There are also many car loads of clothing, bed linen and soap.

The American Red Cross was the first to bring big portable baths to Poland. It also brought into use hundreds of disinfectors which had been abandoned by the enemy after their evacuation of Poland. With the aid of carpenters and plumbers from the Polish army, it set up hundreds of these baths and disinfectors. Its personnel of 100 has been making great inroads on the typhus epidemic, and has enlisted the aid of 300 Polish personnel, mostly young women who have been taught the rudiments of American ideas on hygiene. Thus after a month the Americans were in many places able to leave the work of these sanitary units exclusively to Polish personnel.

Lasting evidence of the crusade begun by the Red Cross is found in towns like Kielce, Lodz and Lublin, where the people have started their own health organisations patterned after those in American cities. This was the outgrowth of a series of lectures delivered by physicians sent in by the Red Cross, who found the people eager to grapple with their own health problem. All they wanted was encouragement and advice. In most cases they have started funds and laid the foundations for permanent health work. They are proud to tell that their inspiration came from the Americans.

An Emergency Hospital

With less equipment than the average American barber requires to administer a shave and haircut, a Polish doctor and two nurses are running a military hospital and clearing-station near the railroad depot, Pinsk.

This is the operating room equipment found by the American Red Cross at this place: A pair of hair clippers, a pair of curved scissors, four pairs of forceps, two basins, a few dressings, half a roll of absorbent cotton and some camphor and oil.

Until the Americans came with additional supplies, the clearing-station had ten beds, five of them with no springs, mattresses or bedding. Many wounded soldiers had to lie on bare boards. The surgeon had no operating growns to guard against infection in the operating room. There was practically no linen or blankets.

"Everything seemed very clean and well kept, considering the little with which they had to do," said the American doctor who conveyed the supplies.

Inspectors of the Red Cross are constantly traveling over Poland, visiting and reporting on the needs of the hospitals and welfare institutions. American assistance, in the form of food, clothing and bedding, medical supplies and surgical equipment, goes on their recommendation to the place where the persons in charge are making the best use of what means they already have, and where their responsibility and capacity for doing better work with increased facilities is evident.

Wood Queues In Poland

Almost every one has seen soup and bread "queues," baseball and football lines. Food lines or lines of other kinds have been familiar throughout the war in Europe. There have been chocolate and tobacco lines in France, sugar and butter queues in England. There have been more baseball and football lines in the United States where the food shortage was never so acute.

But it was left for members of the American Red Cross Mission to Poland to discover a new line in a small village near Pinsk, on the edge of the Pripet marshes—a wood line. The shortage of coal and all other kinds of fuel is very acute in Poland. Wood is practically the only source of fuel. It is very expensive and has to be rationed. It is the first place the Americans have discovered that wood is sold by weight.

Even in the pre-war days of plenty, wood was sold in this manner. The wood peddler signalled his approach by blowing a horn of native make. He carried his goods in a dogcart and weighed it before his customer on a crude scale. He sold 100 pounds for five cents. Now the same amount costs 25 cents when it is obtainable.

St. John's University Notes

About 200 books have been received for the Low Library at St. John's from the Carnegie Institute of Washington, D. C. St. John's is to receive all future publications of the Institute. These books are largely of a scientific nature but there are also some of literary and historical value. St. John's is one of the two schools in China that receive these publications. Students outside of St. John's are welcome to use them.

A number of students have formed a boxing club for the purpose of learning the art of boxing under the instruction of two well-known Chinese boxers. The first meeting of the club was held during the past week and there is every prospect that it will be a success.

The St. John's Student,—the weekly paper of the St. John's Branch of the Shanghai Students' Union, is to be published twice a month in the future. The paper is published with a view to promote the patriotism of the masses and to introduce modern Western ideas with regard to philosophy and social problems.

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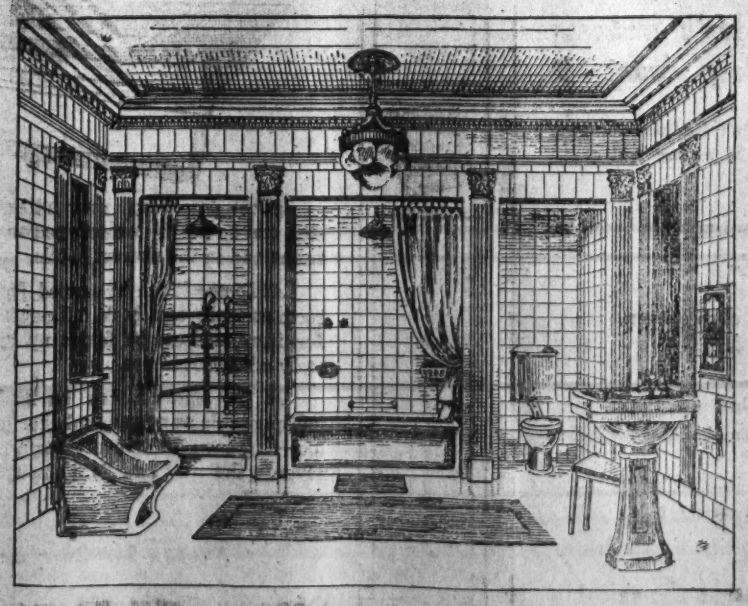

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Foreign Policy Of Japan Assailed By Viscount Kato

Leader Of Opposition Suggests Uchida's Recent Statement Was Prompted By Wilson

Tokio, September 15.—Viscount Kato, leader of the opposition, carried his criticism of the Government's foreign policy a stage further on Sunday and severely attacked the Ministry for laxity and excessive readiness to make concessions. He insisted that an exclusive settlement at Tsingtao was of so much value to Japan that Viscount Uchida should never have expressed readiness to reconsider the question, and suggested that the declaration recently made regarding Shantung was in response to pressure from President Wilson, according to the Japan Advertiser. Unless Shantung were excluded from the sphere of the loan consortium the effect of the declarations by Viscount Uchida and Baron Makino would be that the international group would obtain all economic and priority rights in Shantung, and Japan, besides losing an exclusive settlement at Tsingtao, would be left only with the right to work the Shantung Railway and enterprises connected with it.

Viscount Kato took a gloomy view of prospects in Siberia and pointed out that the present Japanese force there was too small to establish a firm Russian government but too large if it was only intended to protect the life and property of Japanese residents. He called on the Government to engage in full consultation with the other Allies in order that a definite Siberian policy might be established.

The Senate Debates

Viscount Kato's first point was that Mr. Hara's remark that the racial equality amendment was supported by a majority of the delegates but dropped because it failed to obtain unanimity was worthless, since if England and America were opposed the majority otherwise meant nothing. He turned to Shantung and said some of the arguments used in the American Senate should not have been left unanswered. No serious injury would be done to the peace treaty by the debates at Washington but if impression unfavorable to Japan should become general in America the effects would be bad for the Empire. After quoting from the various treaties dealing with this matter the speaker said it seemed uncertain whether the Chinese demand that Shantung be returned referred to the leased territory of Kiaochow or to the special rights and privileges enjoyed by Germany. As a good neighbor Japan was sorry that China had refused to sign the treaty but there would be no very serious consequences, so for the time being that matter can be left as it stands.

In America, because of a misdirected sympathy towards the weak, or because of the desire to harass the President, wild arguments are being used. Whether or no there was an understanding between the Japanese and American Government, Viscount Uchida suddenly issued a statement on August 2 endorsing once more the statement of Baron Makino on May 4, regarding the return of the Shantung peninsula with its sovereignty intact, Japan only retaining the economic privileges, also regarding the withdrawal of troops, joint management of the Kiaochow-Tsinan Railway and adding, "The Japanese Government is now considering the establishment of an international settlement instead of an exclusive Japanese settlement, which may properly be established in view of the Sino-Japanese agreement, etc."

The Tsingtao Settlement

Was the statement of the Foreign Minister intended as the abandonment of Japan's right to establish an exclusive settlement? Was this abandonment a voluntary act or was it inspired from outside? The advantages of an exclusive settlement need not be cited, he said. An international settlement, because of the difference of languages, manners and customs of the Europeans and Americans from the Japanese as well as of various complications which cannot be avoided, will be very inconvenient. In an exclusive Japanese settlement, the Japanese settlers will be able to enjoy much the same privileges as in Japan itself. Why was the abandonment of such privileges voluntarily suggested? Viscount Kato suspected that outside influence had something to do with the matter. He wants an answer from the Government on that point. If it were a voluntary consideration, the Government should at once decide to establish an exclusive settlement. A few days before the issue of the Uchida statement, foreign despatches stated that the American President had stated that the Japanese government would issue a statement calculated to off-set the opposition in America. Viscount Uchida's statement was therefore taken after a consultation between the two Governments.

The 1915 Treaty

Viscount Uchida apparently intended by his statement that the return of Kiaochow will be effected after a satisfactory completion of negotiations with the Chinese government intended to carry out the provisions of the treaty of May 25, 1915; whereas President Wilson seems to understand that the return of Kiaochow is to be effected regardless of the treaty of 1915 and of any conditions. Viscount Uchida certainly does not agree with President Wilson on that point. Was it then necessary for Viscount Uchida to make a declaration?

On the other hand, the statement of Baron Makino in Paris on May 4 was the same as was stated by President Wilson and Viscount Uchida endorsed the Makino statement on May 17. There is an apparent inconsistency. What was meant by the phrase, "perfect sovereignty"? What was meant by the economic privileges permitted to Germany? Again, what was meant by the "ordinary conditions" under which a settlement is to be established in Tsingtao? Is the settlement to be an exclusive settlement or an international settlement? When it was said "a settlement," President Wilson seems to have understood it to mean one settlement. What were the views of Baron Makino who made the statement referred to and of Viscount Uchida who endorses the Makino statement?

Japan's Place in The World

Regarding the exclusion of Japan from the Council of Five, Viscount Kato reiterated what he said before in his former addresses and regretted that Japan, which had rightly won a place among the five powers, was thus excluded. For ten or more years, Japan has been ranked among the great powers of the world. By the Anglo-Japanese Alliance and the non-separate peace agreement of 1915, Japan had the absolute right to be in a position of equality with other powers in regard to matters to be discussed in the peace conference. This position was not won by the efforts of the delegates. It was already possessed by Japan. The government should explain to the nation how they had lost that position.

The Loan Consortium

The attitude of the Kenseikai Party regarding the new loan consortium in China was settled and published, and the support of intelligent men was won. What had become of the proposition now? It was currently reported that the Government decided to have Manchuria and Mongolia excluded from the sphere of investment of the new consortium, but this exclusion was opposed by America and England and France did not support it. Viscount Kato referred to the historical associations of Japan with these lands and the pledges from China to give preferential rights to Japan in case any loan or loans are to be sought abroad for development of those territories. The Japanese nation will never consent to abandon such privileges. The Government should by all means insist upon excluding Manchuria and Mongolia. But the attitude of the Government in regard to this question is not reassuring. No preparation seems to have been made as to what shall be done in case Japan's proposition of exclusion is rejected. Failure to preserve the important rights acquired by Japan will be a serious event.

The Kenseikai Party, demanded that the rights acquired in Shantung based upon the treaties and other international agreements should also be excluded from the sphere of investment of the new international consortium. What attitude does the Government take in regard to this matter? Nothing has yet been said. Unless it is made clear that these rights in Shantung will be excluded, they will naturally be included in the sphere of the new consortium. In that event, it will amount to this—that the exclusive settlement in Tsingtau will be abandoned, other rights than the economic rights cannot be retained in view of Baron Makino's statement in Paris, which was endorsed by Viscount Uchida, and the economic rights and Japan's priority claims will be annexed by the new consortium. Only the Shantung Railway, rights to work enterprises connected with that railway jointly with the Chinese will remain to the Empire. To this conclusion no one save the extremists in China will have any exception. What is the attitude of the government? Does it not want to have the right of investment in Shantung excluded from the new consortium?

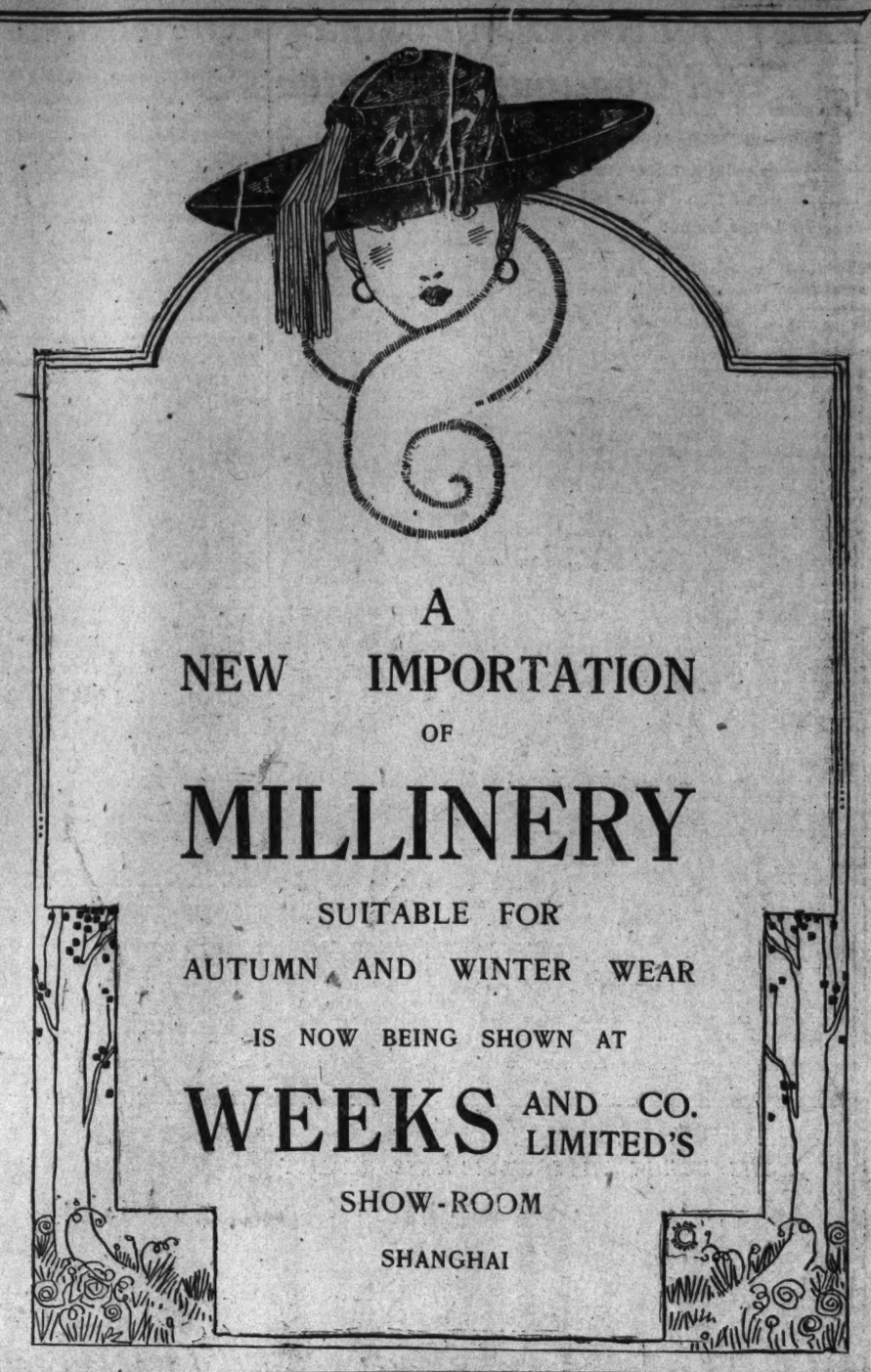
China's Internal Politics

Viscount Kato then referred to the internal political situation in China, a country lacking in many qualifications as a national entity. Foreign nations should not recklessly meddle with the domestic affairs of that country, and the Chinese people should be left to awaken of their own accord. But recently the Chinese have become reckless, disregarding international courtesy, and violating the sanctity of international treaties. The Chinese Government does not stop them. The Chinese delegates to Paris said things which should not have been said unless the solemn international treaties were disregarded and abandoned. The home Government did not stop the practices but rather encouraged them. When the draft of the peace treaty was displeasing, the Chinese directed their displeasure to Japan without first examining the causes and inflicted injuries to the lives and property of the Japanese residents in China, interfered with the business of Japanese merchants, boycotted Japanese goods, and committed more serious outrages. Viscount Kato maintained that Japan's claims presented in the Peace Conference were based upon the treaties concluded between the two countries and nothing more. The Chinese Government appears to have taken some steps to prevent these outrages, but these steps have not been effective.

What steps have the Japanese Government authorities taken? The Government has not stopped what should rightfully be stopped and has not insisted upon what should rightfully be insisted upon. The weakness of the Chinese Government should be taken into consideration, to be sure, but in protecting the lives and property of the Imperial subjects the Japanese Government should not be slow to act. Japan should not be backward in doing what other nations do in similar circumstances.

The Puzzle In Siberia

In discussing the Russian question, Viscount Kato confined himself in his address to the attitude of the Empire toward Siberia. At present there are 30,000 Japanese troops in Siberia. When the Siberian expedition was opened in cooperation with other Allies, the object was to help the Czecho-Slovaks. That object was accomplished and the troops remain now to maintain law and order in Siberia. To be more concrete the present object is to help a band of Russians who are trying to establish a government based upon anti-Bolshevism. It was the aim to put down the Bolshevist Government. The aim was a noble one, but to accomplish such a big task the measures taken by the Allies have been too small. Then there have been differences of views and actions have miscarried. The Omsk Government is in a dangerous situation and there is no light in sight. In the meantime, the Japanese troops are scattered in all directions East in Siberia and are meeting with opposition from the natives, these are called the Bolshevists, but Viscount Kato said he could not tell what they really were. He was informed that they were chiefly engaged in plundering—and many lives have been lost and injured. What does the Government intend to do? If it is the aim of the Government to help restore order and establish a firm government based on sound principles, the task cannot be accomplished with the small force now in Siberia. If the aim is only to protect the lives and property of the Japanese residents there, the troops are too many. To keep the troops there just because they were sent there once, is a temporising policy which should not be supported in view of the extreme hardships suffered by the Japanese army and in veiw of the heavy burden upon the national treasury. The Government was called upon to engage in a full consultation of the matter with the government of other Allies to see that a new policy is established so that the hardships of their fellow country men and the burden of the treasury shall not have been borne in vain.



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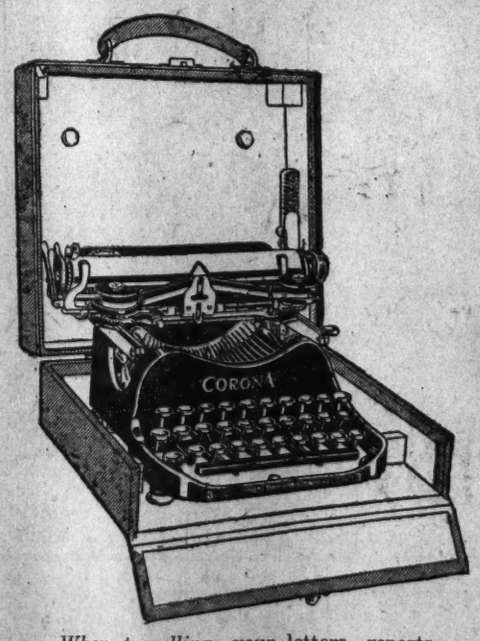

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Madcap Castles Of King Ludwig

Question Of The Ownership Of The Three Magnificent Palaces Built By The Late Insane Bavarian Monarch

News comes from Bavaria that the new Government there is negotiating with the ex-King Ludwig III., now living as an exile in Switzerland, for a legal settlement on the State of his landed property in Bavaria. If this is so, it doubtless involves the most gorgeous trio of palaces built by any European monarch in modern times. These structures were well known to tourists before the war; in fact, so large and sumptuous are they, so hopelessly beyond the modest needs of the Bavarian royal family did they prove, that for a long time their only use was to provide a little revenue through the fees charged to the thousands of visitors who passed yearly through their spacious halls.

The palaces in question are Neuschwanstein, Linderhof, and Herrenchiemsee, all three built by the "mad King" Ludwig II. of Bavaria, who reigned from 1864 to his tragic death in 1886, and cost Bavaria such huge sums by his extravagance that he was finally deposed and locked up as incurably insane.

During the time that Ludwig was pouring out his own and the State's funds in rebuilding old castles and building the new ones that were to make his name a synonym for extravagance, he was bound in intimate friendship with Richard Wagner, the famous composer. The signs of this friendship may be seen in one of the castles, Neuschwanstein, where there are many paintings of scenes from the legends upon which Wagner based his world-famous operas. Upon Wagner, too, Ludwig lavished money. He had special performances of the composer's operas given in Munich at vast expense, at which no spectator was present but himself. In his thirst for realistic detail, he caused real water to be poured upon the stage when the stage directions called for rainstorm, to the acute discomfort of the singers, who were forced to grin and bear it on account of the deference due to the royal audience of one. When the authorities of Munich would not acquiesce in Ludwig's plan to have a great theater built at Munich for Wagner's operas, the composer turned to Baireuth, hence the rise of that obscure town to fame as the great Wagner shrine. For many years it was the only place in the world where the master's last work, "Parsifal," could be given until Heinrich Conried and Henry W. Savage brought it to the United States.

Of the three great palaces which may revert to the Bavarian State as a result of the negotations between the exiled Bavarian King and the Government which overthrew him, most remarkable, both in location and architecture, is Neuschwanstein. It is about eighty-five miles south of Munich, in the Bavarian Highlands, three miles from the quaint old town of Fussen, and close to the old castle of Hohenschwangau, which originally belonged to the house of Guelph and was purchased in 1567 by the Duke of Bavaria. Hohenschwangau was the favorite residence of the mad King Ludwig, but, tiring of staying long in one place, he conceived the idea of building another castle-palace, in the manner of the Kings of the Middle Ages. His eye fell upon a precipitous crag close to Hohenschwangau, and there, between 1869 and 1886, arose the splendid palace which ranks as the greatest of all the many monuments to Ludwig's building mania. Its name, Neuschwanstein, is due to the fact that the nearby castle of Hohenschwangau was formerly called Schwanstein.

Ludwig set three of the best-known Bavarian architects—Dollman, Riedel, and Hoffman—to work on this creation of his wild fancy, and they reared for him a grand structure in the Romanesque style, planned somewhat after the style of the Wartburg. Here the influence of Wagner on the King may be traced, for the Wartburg, in Thuringia, is where Tannhauser and other singers meet, in the Wagnerian opera of that name, to compete for the Landgrave's prize.

Neuschwanstein, however, was built on a much larger and more magnificent scale than the Wartburg. It is splendidly fitted up throughout, and from its windows there are surpassingly beautiful views of the Hohenschwangau, the Alp-See, a little lake far below, and the wild gorge of the Pollat.

Visitors ascend to the show-rooms, which are on the third floor, by means of a stairway in the main tower, which juts up to a height of nearly 200 feet. The Wagnerian leanings, which were so important a part of King Ludwig's life, are evidenced again by a series of frescoes, showing scenes from the life of Siegfried, Tannhauser, Lohengrin, and Parsifal, and from the lives of those two familiar figures in the "Meistersinger," Hans Sachs and Walter von der Vogelweide, which adorn the magnificent apartments of the third floor. In the Gothic bedchamber, Wagner again comes to the fore, for it is adorned with scenes from the story of "Tristan and Isolde." Some of Bavaria's foremost artists, including Piloty, contributed these paintings to the scheme of decoration of Neuschwanstein.

Linderhof, another of Ludwig's fantastic palaces, is some seventy miles from Munich. Like Neuschwanstein, it also is in the Bavarian Highlands, seven miles from the famous town of Oberammergau, renowned all over the world for its Passion Play. Linderhof is in the rococo style, and was built between 1869 and 1878, when Ludwig was at the height of his wild career of money-spending. Its principal feature is the beautiful gardens that surround it, which attract large numbers of tourists who combine a trip to the castle with a visit to Oberammergau.

In these gardens is a bronze equestrian statue of Louis XIV. of France, evidence of the mad Bavarian monarch's hallucination that there was something in common between him and the great French ruler. This crops up again in the decorations of the interior of the palace, which include a series of portaits of French celebrities of the time of Louis XIV. and his successor, Louis XV. Ludwig did not forget a statue of himself, which is one of the adornments of the gardens of Linderhof. Another object of interest is an artificial grotto, with a small lake and waterfall, which visitors may have illuminated with electric light, provided, however, that they number at least ten, or if fewer, pay for as many as ten tickets—a good instance of the frugality which ruled in Bavaria following Ludwig II.'s career of extravagance.

Linderhof's gardens also boast a kiosk, in the Moorish style, with stalactite vaultings and some enameled bronze peacocks.

The third of the series of Ludwig II.'s "follies" is Herrenchiemsee, an imitation of the great palace of Versailles, situated on an island in the Chiemsee, a small lake fifty-seven miles southeast of Munich. Dollman and Hoffman, of the architects who built Neuschwanstein, (the former also did Linderhof,) were engaged by Ludwig to design Herrenchiemsee. They worked on it between 1878 and 1885, but left it uncompleted as by that time the Bavarians had had enough of the King's wild ways and were getting ready to lock him up.

Herrenchiemsee is built on three sides of a square, in which are fine fountains—without water, though, for many years. In the vestibule is a beautiful group of enameled peacocks—these brids were great favorites with Ludwig. From the vestibule opens a court paved with marble, on the right of which is a staircase splendidly adorned with marble, stucco and paintings.

Ludwig's belief that he was another Louis XIV. is shown in the names of the great apartments of Herrenchiemsee, which are French. There are the Salle des Gardes, Premiere Ante-Chambre, Salon de l'Oeil de Boeuf, and the sumptuous Chambre de Parade, decorated in purple and gold, with a fine gilded bed. The Galerie des Glaces, 245 feet long, is illuminated with thirty-five lustres and thirty-two candelabra, having a total of 2,500 candles. There are also the Salles de Guerre et de la Paix, (Halls of War and Peace,) and, in the north wing, a royal bedchamber, study and sitting room, for the use of the mad King, together with other lavishly decorated apartments.

The mad King never really enjoyed any of his palaces. His malady grew upon him from year to year, and he spent much of his time restlessly wandering from one palace to another, indulging in wild night rides without definite aim, craving solitude.

As early as 1880, sixteen years after his accession to the throne, Ludwig's extravagance had brought financial ruin upon him, and it became apparent that something had to be done to check his follies. On the 8th of June, 1886, he was adjudged insane.

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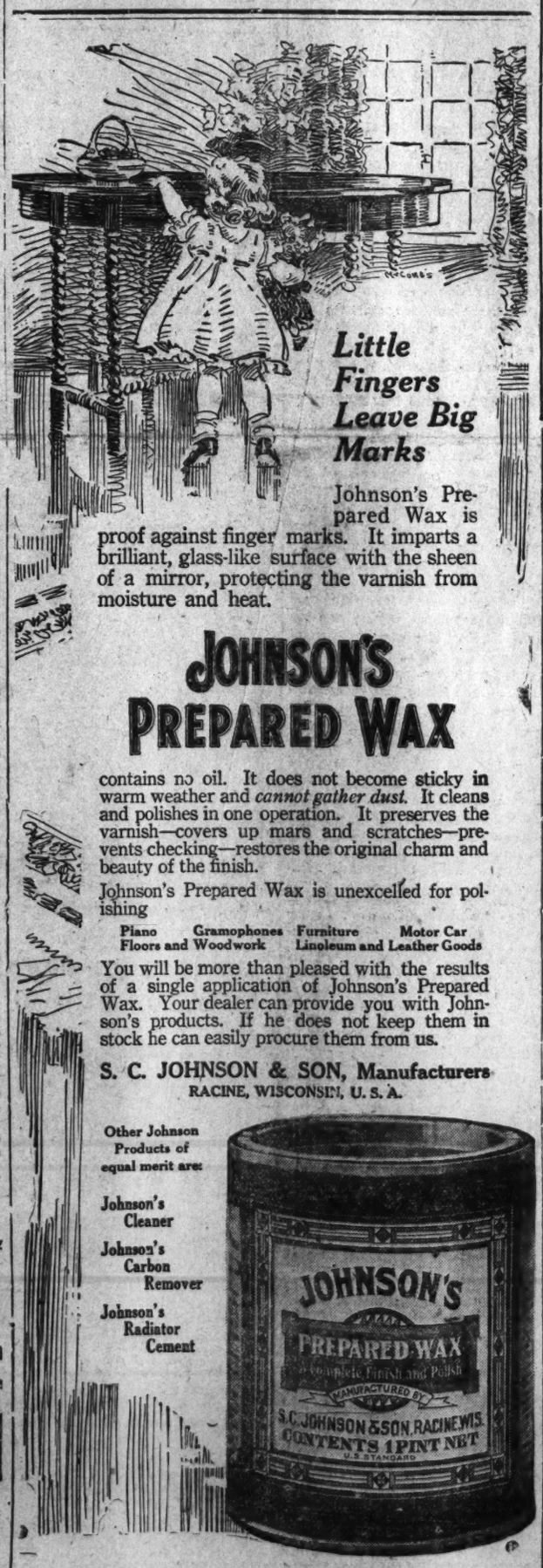
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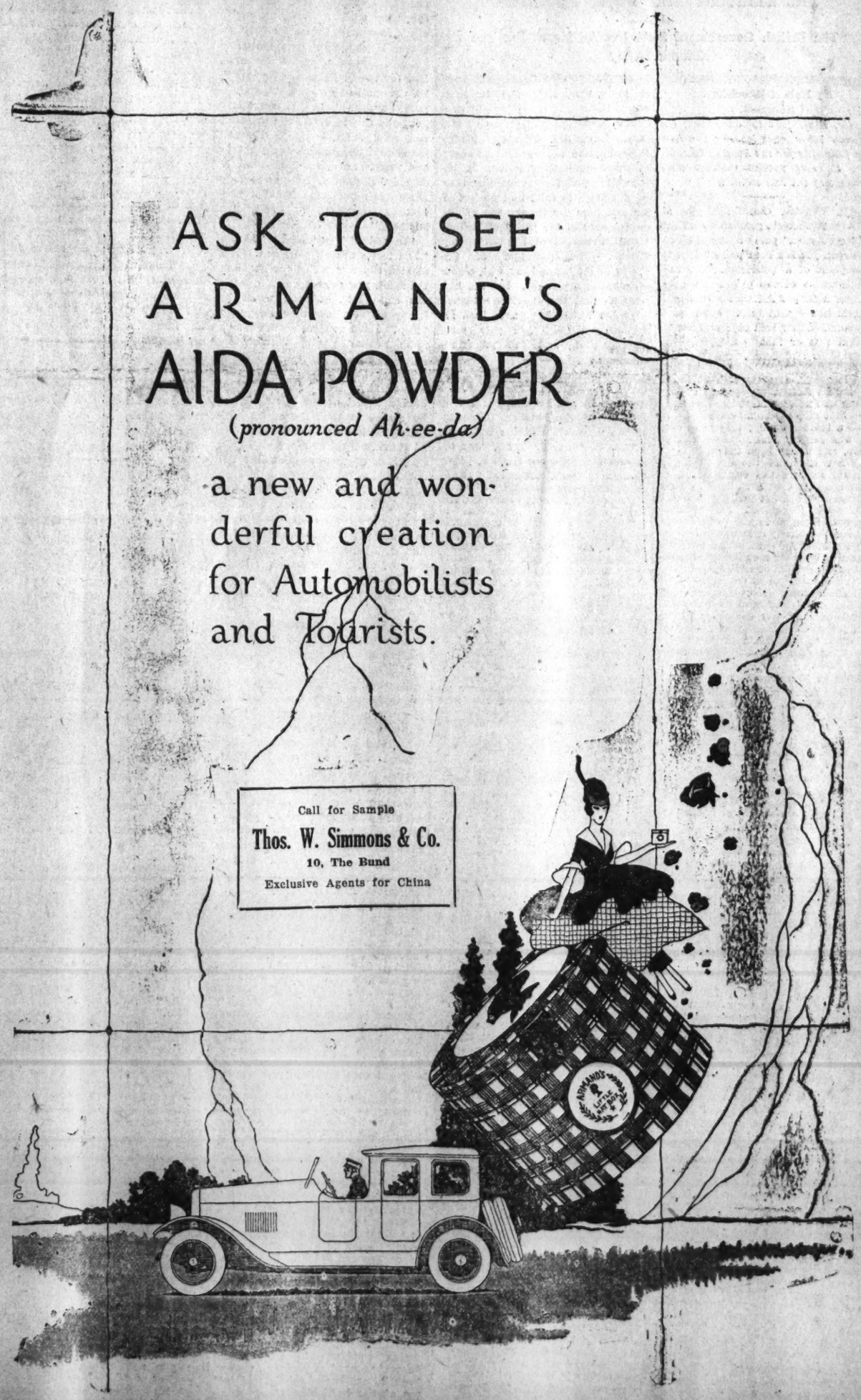
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Today's Church Services

Holy Trinity Cathedral.—Sixteenth Sunday after Trinity. (Festival of the Dedication). 8 a.m., Holy Communion. 10:30 a.m., Mattins and Sermon; Hymns 242, 215, 395 (Part 1,); Preacher, The Dean; Holy Communion. 3 p.m., Children's Service. 6 p.m., Evensong and Sermon; Hymns 396 (Part 11), 362, 22; Preacher, The Sub-Dean.

St. Andrew's Church.—Broadway. 10:30 a.m., Mattins and Holy Communion; Preacher: The Sub-Dean. 6 p.m., Evensong; Preacher, The Dean.

Union Church.—Sunday, 5th October, 11 a.m., Preacher; Rev. Paul Hutchinson; Chant 45; Anthem "From the rising of the sun," (Ouseley). 6 p.m., Preacher: Rev. J. Darroch, Litt, D.; Chant 13; Hymns, 4, 191, 163. 7 p.m., Holy Communion; Hymns 384 and 594.

Shanghai Free Christian Church.—(Corner of Range and Chapoo Roads). The services in the above will be conducted as follows:—Morning at 11 a.m. by Rev. J. W. Lowrie, D.D.; Evening at 6 p.m. by Rev. J. H. M. Robinson, B.A.

Christian Science Society of Shanghai. — Masonic Hall, The Bund. Sunday Service 11 a.m. Subject: "Unreality." Sunday School 10 a.m. Wednesday Evening Meeting 6 p.m. Reading Room open daily except Sunday 10:30 to 12:30 at No. 21 Nanking Road.

St. John's Pro-Cathedral, Jessfield.—Evening Prayer in English at six o'clock. Preacher, The Rev. J. W. Nichols, M.A.

Sunday Service League.—Martyrs' Memorial Hall 120 Szechuen Road.—Opening of Fall Season. Rev. Bishop W. R. Lambuth, Bishop of the Southern Methodist Church, will speak at 5 p.m.

The Limit Of The Right To Strike

The British Government Must Use All Means For The National Safety

By Robert Blatchford
('Nunquam')

(Mr. Blatchford is an expert on British labor questions. He wrote the following for the Sunday Chronicle. It is of special interest now because of the rail strike:)

MR. Winston Churchill's gibe at the "obsolete grievances" of the "Direct Action" party does not touch the spot. It is a neat point, but it is the point of a politician. The disappearances of the grievances over which a Triple Alliance strike was threatened will not deter the strikers. Their real object is not to defeat this or that policy, but to intimidate and defeat the Government.

The recent delegate vote in favor of Direct Action for political purposes was neither more nor less than the first step towards revolution. It was a tentative step; that is to say, it was largely bluff, but it was a step, and it has been taken.

What concerns the country, and should concern the Government, is not the fact that a strike has been threatened, but the fact that a strike has been threatened on political issues. Such a threat is not only unconstitutional; it is undemocratic. The pretext for such action does not matter. Whether a strike is threatened on the ground of Irish Home Rule, or on the ground of conscription, or on the ground of an Anglo-French alliance, the vital and ominous fact remains that the delegates of the Triple Alliance have threatened to attempt a usurpation of the rights of the people and the functions of the State.

What It Means

What such a strike implies is that the constitution shall be ignored and the foreign policy and home government of the British Empire shall be dictated by the irresponsible leaders of three or more affiliated trade unions.

If the Government surrender and the people submit to such dictation, the British Empire will fall to pieces and the war will have been fought in vain.

I said the threat was tentative, that it had behind it a large element of bluff. If my experience is not at fault that is so, and if it be so the advocates of Direct Action, like the gigantic Knight who rode forth to frighten Sir Gareth, are only terrible in their outward show. All the more is it to be regretted that they have so often succeeded in scaring the Government champions into compromise or submission.

What do I mean by bluff? I do not believe that the rank and file of the trade unions wish for revolution, or yearn for the dictatorship of the Direct Action leaders. But they are willing to take any solid benefits in the shape of prestige or emolument which the threats of the wild men may bring them. To put it plainly, I believe that the organised workers might support the threat of a strike, but that they would not commit themselves to action which tacitly amounts to an act of revolution.

It is to be hoped the Government are not deceiving themselves. That public opinion is against the arrogant and unconstitutional demands of the Triple Alliance leaders is tolerably certain. None but a Bolshevist could endorse the action of the delegates who voted for Direct Action on a political issue, and the conduct of the Yorkshire miners in wrecking the pits is unpardonable. But there is, not only amongst the trade unions but throughout the country, a deep and strong sentiment of indignation against profiteering and the profiteer, and there is a widespread if less general feeling that a Government should keep its word.

Profiteering Rampant

Profiteering is rampant, insolent, and unashamed. What is worse, it is only theoretically rebuked. The people know this; they feel it; they resent it.

The Government, through Mr. Bonar Law, did definitely pledge themselves to act upon the finding of the Sankey Commission. It becomes increasingly obvious that they do not mean to fulfil that pledge. I am not here considering the merits or demerits of the policy of nationalisation recommended in the Sankey Report. Nationalisation of the mines might be, and could be, either a benefit or a mistake. But the fact remains that the Government gave a pledge which has not been redeemed, and the Triple Alliance remember that, and the public recognise it.

These circumstances are against the Government, and are a source of strength to the advocates of Direct Action. The greed and the immunity of the profiteers and the bad faith of the Government must, and do, seriously weaken the force of public opinion in the Government's favor. It is, therefore, difficult to give wholehearted support to the Government, while it is impossible to tolerate the dictation of the leaders of Direct Action. For the Government to shrink before the influence of the profiteers and to refuse to carry out a definite pledge is moral cowardice, breach of faith, and bad strategy. As strategy, indeed, the Government's action, or failure to act, is as unsound as the wild men's plan of Direct Action against the nation.

The Government can carry the country and defeat the attempt to blackmail and coerce the country if they will put themselves wholly in the right. The crisis, if one may venture to hint as much, is not one that calls for "wizardry," or soft words, or political slimness. It is one that calls for honesty and firmness.

A certain section of the people have challenged the nation and the State, have threatened the Constitution and the Empire. And the nation will expect the Government to act with dignity and courage. Only by such action can they secure the absolute and irresistible moral support of the sane and loyal people.

Did Churchill Mean This?

It will be noticed by those who understand the nature of the issue involved that Mr. Churchill, in dealing with the "obsolete grievances" of the Direct Action party, said that the circular sent out to the commanding officers on the subject of military support of the Government in strikes is "devoid of all political significance and no longer operative."

Does this mean that in no case would the Government employ the forces of law and order against the forces of Direct Action? Mr. Churchill does not say so, but his words may be so construed.

It would pay the Government to be more explicit. The impending crisis demands plain speaking. That ambiguity so dear to the heart of the confirmed politician may lead to misunderstandings of a deplorable kind. A cursory examination of what I will call the ethics of industrial disputes may be useful.

It is a generally accepted axiom that in the case of an industrial strike or lock-out, where the dispute is one between employer and employed, the Government is not justified in any interference unless called upon to arbitrate, yet even under such conditions the Government, should the national welfare or safety be threatened, might be called to—well, to govern.

Industrial combination is lawful; strikes are lawful. It is our recognised and established custom not to interfere in struggles between employer and employed. Trade unions,

(Continued on Page 16)

A Conversation On Ostriches

Two Points Of View On How To Remember The War—Or Forget It

By Stuart P. Sherman
(New York Nation)

"If the world," said Thorpe in his usual ponderous manner of deepening a light chat by the fireside, "if the world possessed a livelier realistic imagination, it could dispense to advantage with a great part of its idealism." Thorpe is one of the intellectual amphibians developed by the unsettled environment of thought in our times. You know the sort. You can never tell where to have him, for he is always stoutly denying that he is what a moment before you thought he obviously was. "No, no, I'm not a pacifist. Don't class me with the Radicals. Why should you think I'm opposed to universal military service?" That sort of man.

We had been speaking of the nervous unrest and a kind of mild epidemic hypochondria which have been more noticeable through the period of negotiations for peace than they were in the course of the war. "The trouble is," I had suggested, "that we are all suffering from exacerbated imaginations. It is impossible to be cheerful in a constant sense that each one of us is personally responsible for the misgovernment of every Central European state. We cannot be expected to continue indefinitely responding with a lively pang to every toothache in the Balkans. Of course those who are appointed to the work must clean up the mess. But for the average man in America the motto should now be 'Business as usual.' In his recreative hours he should drop the war books and read Jane Austen's 'Emma.' He should abjure the war pictures and visit an Arcadian musical comedy. Seriously, I see no remedy for despair but some form of profoundly attending to one's own business."

"Ostriches!" snorted Thorpe. "You tories are all ostriches. You started the war with your heads in the sand, you got them out towards the end of it, but you won't be happy till you have them snugly in again. Have you seen what Irving Babbitt calls the war?—'the crowning stupidity of the ages.' Babbitt is one of the half-dozen people who occasionally look at the total human aspect of the thing. What he means is that the entire performance, if held off and scrutinised at arm's length—say, an arm the length of Socrates's—look like the act of an angry and underbred child. Now the time to punish and admonish a child is when his mischief is fresh in his mind. You are for soothing him with syrups. I don't agree with you. Most of the people I know are already following exactly your prescription. Their nervous unrest is due to the fact that they are trying to have a good time when their consciences tell them that they deserve a thrashing."

"Come, now," I interrupted rather hotly, "don't you admit that the Germans were responsible for the war? When they struck at civilisation, what were we to do?"

"Strike back of course," said Thorpe coolly; "but that, I trust, doesn't make it impossible for you to 'regret the entire incident.' The crowning stupidity of the ages might, I should think, without lifting the onus from the chief aggressors, be viewed by all the participants with a considerable measure of regret. I myself find the regretful mood morally so illuminating that I dislike to see it giving way so soon in this country to the post-war festivity. In the case of men who have been in the trenches and hospitals, perhaps a little riot of pleasure and relaxation is as useful as a hypodermic after surgical shock. If I were in Russia, France, or England, probably I should prescribe counter-irritants, lenitives, sedatives. Imaginations there have been cut into deeply enough to hold the impression. But the average American of my acquaintance has been just enough touched by the war to regret that he was not in it. He prepared, indeed, to face the full meaning of battle, but nine out of ten of him faced little more than Jack Fairley did, and stand in as much need of a sweet oblivious antidote."

I could remember nothing of Fairley but his name in a list of men who received their degree in absentia—for military service.

"Jack was the best tennis-player in college, the best dresser, the best cheek-to-cheek dancer. Popular son of prosperous father. Not a bad fellow. Clean-cut, well-groomed American type. I met him in the Pullman smoker a year ago last June, full of war. He had won a second lieutenancy in the Coast Artillery, but was on leave, and off with his mandolin, in an admirably fitting uniform, to enliven and decorate some house-party or other. Jack has a flow of spirits, and told me of the hardships of his camp life by the sea. What I remember is his embarrassment at regulations which made it impossible for him to spend his evenings with certain privates of his company who were also classmates and brethren of his fraternity. For this deprivation, however, he solaced himself at a neighboring sea-side hotel, where every evening patriotic young women of excellent families and first-rate personal qualifications danced with the officers for their country. He told me that he had two grand ambitions: the first was to fire his gun in France; the second was to come home, remove his puttees, and get into a pair of silk socks again. He has realized the second; and for the first, though he never got overseas, he is probably receiving substantial credit this summer among the fair friends with whom he is yachting off the Maine coast."

"Well, I inquired, "why shouldn't he? What do you want to do to Jack—make him miserable?"

"Not wholly," Thorpe retorted, "but I should like to send to him—and to his father—for summer reading in the hammock, a copy of Georges Duhamel's 'Civilisation, 1914-1917.' It would stir up an organ in him that the war hasn't touched yet—his imagination. Have you seen the book? Goncourt Prize last year. Disquieting, but really worth reading. One of the notable impressions from the front. It hasn't the picturesque energy or sullen intensity of Barbusse. It isn't a merely excruciating picture of mental and physical horror, like Latzko's 'Men in war.' And it quite lacks the splendor of baffled fighting heroism that distinguishes Masefield's 'Gallipoli.' But it takes you overseas and puts you where you can see what went on here and there. Not the whole story but a part of it that you are inclined to blink at. Furthermore, it's literature; it has a personality of its own with a peculiar humor blending irony tenderness, grimness, resignation—faithfully expressing the mixture of astonishment, curiosity, and dismay with which the average man in the years of our Lord 1914-1917 dumbly assisted the lords of the earth in consigning civilisation temporarily—I said 'temporarily' —to the devil."

"I have read the book," I said, "with rather less enthusiasm. I must say it affected me very much as certain chapters in the modern novels do, chapters that I should like to tear out, chapters considering with a morbid and unholy curiosity and publicity the physiological processes attendant on an event which in the older fiction was smilingly reported by physician or nurse to a man 'pacing restlessly back and forth in the room below.' I object to these chapters because they tend to produce extravagant and unnecessary terror before an event which really must be faced if the agreeable race to which we belong is to increase and multiply and spread the blessings of civilisation among the Prussians and other backward peoples. For precisely the same reason I object to Duhamel's book."

"I see," Thorpe broke in, "for precisely the same reason. Maternity and war are both necessary, both inevitable, if the race is to continue. You object to deterrents from either. In what German work did you learn of the sacred inevitability of war, the holy duty of handing the torch of battle on from generation to generation? Between deterring people from what is necessary to the perpetuation of life and deterring people from the unnecessary destruction of it, there is, I should think, a not inconsiderable difference."

"You do not, you said, take the radical pacifist position? You aren't ready with Russell to lie down and let the invader swarm over you?"

"No."

"Then confess that the book is dispiriting, demoralising. It steadily envisages the seamy side of military life without a glimpse of the incontrovertible glamor and glory of battle. That sort of writing is ruinous to morale. It is just what shouldn't be read by a young soldier. It sets the imagination to work. You recall why boys between eighteen and twenty make better soldiers than men of forty: they haven't any imagination. They don't consider what they are getting into, but put their heads down and go in. A man of forty lies awake nights seeing a picture of himself lying in No Man's Land under fire with his leg blown off. Duhamel sets your mind running that way."

"'Civilisation,'" Thorpe admitted, "is not the thing to present to a soldier on the way to the front line trenches. It gives too vividly the sense of the sights and smells of the receiving hospital, the operating room, the morgue. But we are not on the way to the trenches now. Jack Fairley is probably reading The Cosmopolitan in his hammock at Bar Harbor. Other people, of whom life makes more serious exactions, are soberly reckoning up the profit and loss of the international readjustments we have just been making. There has been even a little fundamental reconsideration of the wisdom of making such adjustments in the manner hitherto fashionable among enlightened people. I should really like to see the matter quite thoroughly overhauled with all available evidence and testimony. The report of a French ambulance surgeon through whose hands the debris of battle drifted to the rear is a legitimate and useful portion of the evidence. I remember hearing a grizzled old Tartar of the Regular Army working up what you call morale in a bunch of young college boys. 'If you're killed,' he told them, 'you're all right. If you're wounded, you're a damn nuisance!' Those college boys all laughed heartily. Now Duhamel makes you understand why, if you're wounded, you're a nuisance."

"And what is the value of that?"

"As a modern realist in an age that prides itself on the remorseless facing of facts, I am in favor of removing the gilded lid of war and looking boldly inside. Somehow I don't fancy this notion of horrors that can only be met by boys who don't know what they are up against. Sending them in savors to me of what I call modern German idealism."

"Please explain," I said, for Thorpe knows no philosophy and uses the terms in odd senses of his own.

"Modern German idealism," said Thorpe, "means retreating from facts into the quieter region of ideas. It means, shut your eyes and everything is lovely. For example, in the days of the Belgian atrocities, the German idealist, we were told, laid this flattering unction to his sensitive soul: that the horror of military executions and other harsh punitive measures was mitigated by the fact that those who ordered the sanguinary acts were never the ones who carried them out. It is not clear that this division of responsibility diminishes the horror for the victim. But one readily understands that a cultivated judge who, in the purity of his military idealism, had ordered the shooting of Edith Cavell would sleep the better on the following night if not obliged to see the English nurse actually crumple up under the fire of his own rifle. Or, to remove the matter from the hot air of controversy, take the case of Pontius Pilate. As he appears to have been a man of some fineness of sensibility and at the same time tainted with Teutonic idealism, it is more than likely that he refrained from visiting Golgotha to investigate the mere physical consequences of his having washed his hands of responsibility. He withdrew, I suspect, into his own cultivated though somewhat unimaginative mind, and left the eye-witnessing of the thing to a squad of soldiers under orders and to calloused workmen handy with hammer and nails."

"You mean to suggest that if Pilate had possessed a lively imagination, he might not have washed his hands?"

"Just that," said Thorpe. "I attribute the cruelty of his refined nature to his shrinking and cowardly imagination. It is the case of the whole modern world. You shut your eyes and wrap the mantels of your abstract ideas around you and lie down in the midst of horrible realities to pleasant dreams. You can't stand the gaff. Consider how you and other nice man and women shudder away from the deformed and malodorous results of the conflict of your own ideas in these times. I concede that your self-protective idealism has its uses in a crisis. It was the stimulant which made you enter and endure the conflict. It is the opiate which dulls your sense of its pains. It is as busy today as the robins that covered the babes in the woods, weaving a pleasant shroud for dreadful things, hiding them away from the eyes of men for fear of what they might do to the heart if they reached it rawly through the senses."

"Be a little more specific."

"Very well. The only son has given his life for his country. Do not ask for the details. They are distressing. What is left of the only son is brought home for burial. The good clergyman tactfully fixes the attention of father and mother upon the spiritual values preserved by his sacrifice. Over the shattered face the coffin lid is closed. Over the coffin the great flag is draped. Over the grave, smelling so pungently of freshly turned earth, a smother of flowers is strewn. The poet sings of victory. The politicians go forth to address their constituents. And Congress, in the warm after-glow of battle, cheerfully appropriates a million dollars to distribute up and down

(Continued on Page 15)

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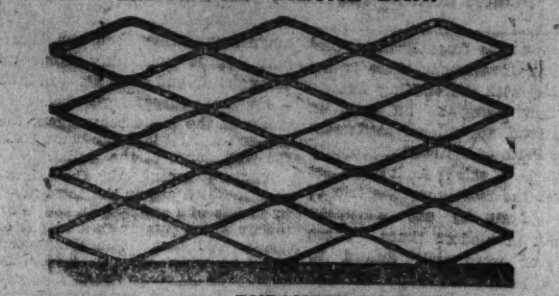

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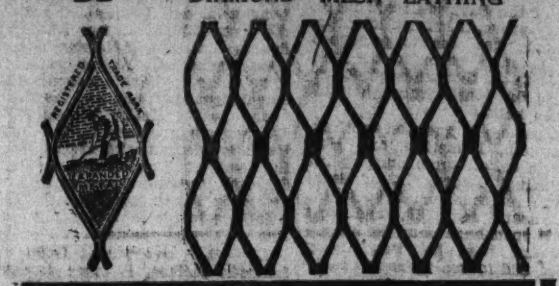

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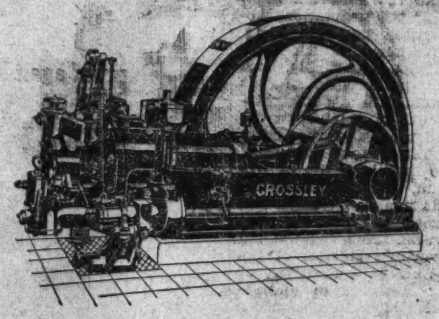

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Musical Matters

By R. B. Hurry

Correspondents wishing to draw attention to musical matters, or to ask questions, should address the writer, care of THE CHINA PRESS, *enclosing real names and addresses, not necessarily for publication.*

The sum left by Mr. Augustus Julliard of New York is surely the largest bequest ever made to the cause of music. Mr. Julliard came of Huguenot parents, natives of Burgundy, and was born in Ohio. His huge fortune had its beginnings in his arrival in New York as a young man with the proverbial half-crown in his pocket, or perhaps its dollar equivalent.

After provision for his relatives and $700,000 left to charities, the residue of his estate, estimated at $5,000,000, is left to further the cause of music. The bequest is to be known as the "Julliard Musical Foundation," and is to be employed in subsidiary concerts and recitals for the enjoyment of the general public, augmenting the funds of the Metropolitan Opera Company, and assisting students in their musical education. Mr. Julliard was chairman of the Metropolitan Opera Company. It is said that for over twenty years he never missed an opening performance.

America, like Britain, is now to have her society for furthering the cause of the native composer. There has been a lot of discussion as to the means of securing a "square deal" for the unknown American writer of high-class music. The society itself proposes a campaign to induce publishers to issue native works of the best kind; but many of the musical papers have suggested that there are other and better means of popularising deserving composers. Whilst they all agree that the new men cannot get recognition for their work on its own merits, it is pointed out that the publisher is first and last a business man, and that as such he cannot be expected to consider works on their own merits as pure art.

It is thought by some that the people who could most help are the performers, conductors and producers, were they willing to do so. All sorts of things are said about the conservatism, snobbery and hypocrisy of this class of artist; but except to one whose judgment is embittered by experiences of the qualities alleged, it would seem that there is the same excuse for the conductor and performer as is urged for the publisher. They all have a repertory on which they can rely for success. Although it is difficult to imagine a fine artist refusing to bring forward a fine work simply because it is unknown, it does seem that if they (the artists) are to be pressed continually to consider more and more new works there will be less chance for them to discover the pearls among the heaps of oyster shells. It is only the best that they dare produce on its merits, not the first handful of works submitted. It may possibly be found that a part of the Julliard Foundation funds can be devoted to the desired end.

Many bequests have been the means of bringing unheard works, and some of them masterpieces, to the ears of English audiences. Mr. Akeroyd, conductor of the Akeroyd Orchestra in Liverpool, has offered to play, a dozen new works next season. Mr. Godfrey, at Bournemouth and several other conductors have always been ready to encourage the native composer. America has, however, so many conductors of foreign nationality that it is not possible to enlist the sympathies of this class so readily.

What is frequently forgotten is the temperament of the men capable of creative work. Recognition is a necessity to the full use of the powers he exerts, and recognition does not mean money. To the creative artist money is only one of the consequences of recognition. As Mr. H. G. Wells has put it, "a mad millionaire who commissioned masterpieces to burn would find it impossible to buy them."

We have had societies before which devoted their energies to separate and even to allied arts; but the League of Arts is a new thing, like the League of Nations. Also, like its bigger brother, the League of Arts has suffered a good deal from jibes and jests made in advance at its expense.

At the peace celebrations in London various organisations made it their business to attend to the expression of public rejoicing. The two organisations that stand out as conspicuous successes are Dr. Charles Hariss' Hyde Park Choir and the League of Arts. By all accounts the performances for which the League was responsible were excellent, the various dances being thoroughly appreciated by countless thousands. The "congregational" singing of extracts from the Motherland Song Book was truly uplifting. "By it," says an account before me, "the League of Arts decidedly confounded the critics." Knowing something of the kind of critic meant it may safely be said that their efforts to find fault with the performances, and with the much-discussed Motherland Song Book will be redoubled. Otherwise their misjudgment beforehand would be admitted, and that would never do.

Let us hope that the success of this initial venture of the new league may serve to encourage those who have hopes of another and greater League, by showing that the *prima facie* critic is really as fallible as the rest of us. In matters of art, as in matters of nations, the supply of pessimism creates a certain demand, and discourages expectations. On some matters we could do with distinctly less criticism of the *a priori* sort.

Pessimism in art, as well as in other things, is a contributary cause to the very conditions it fears becoming actual. It is part-creator of the failure it foreshadows and fears, just as a becoming optimism tends to the prevalence of that spirit in which alone its hopes can be realised. During the war, we expressed these obvious truths with the one word," "moral."

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A Conversation On Ostriches

(Continued from Page 14)

the land the trophies of the Great War."

I see nothing objectionable," I said, "in any part of your program. Everyone seems to be making the best of it. What more can one do? Surely you wouldn't propose harrowing the feelings of the parents who had lost their son by an exhibition or a Zolaesque description of the boy's face."

"No," Thorpe retorted tenaciously, "but I should like to harrow a little the feeling of parents who have not lost their son. I should like to harrow the feelings of Jack Fairley's parents. Already they and ninety percent of the American people are beginning to think of those four infernal years as a fairy-tale, with some breathless places in the middle, but coming out all right and happy in the end. In a little while the mere physical reek and wreck will be cleared away, and ten years hence our schoolboys will speak of the year 1914 without a thought of hunger, disease, gas, gangrene, trench fever, lice, or carrion—the spectres which rise in my mind today when I think of those German trophies in the park. The realistic imagination, which for a few bitter months brought these things home to comfortable people in America, will be slumbering again; and the young generation will fancy, as we did once on a time, that war is mainly an affair of flags and heroes and martial music."

"If you are not a pacifist," I said, "you sound remarkably like one. I don't see what you are driving at."

"You're mistaken," Thrope replied, "I'm not arguing against war. That would be silly. Senator Lodge and General Wood and other idealists insist that we shall have war every little while always; and what such men insist upon is pretty likely to take place. I think, as they do therefore, that we had better be prepared. Perhaps I believe in an even more comprehensive plan of preparation than theirs. Since they are always talking of the ships and guns, I'm willing to trust them to provide that element. What interests me is that the country should be kept in a state of imaginative preparedness; that is, I want to be sure that it is ready to go in with a clear realistic preliminary vision of costs and consequences, such as never entered the heads, for example, of the military idealists in Germany and Austria. Civilisation is now in a horrid predicament from an overdrawn bank account, the result of a shifty, evasive feminine habit of buying and charging all sorts of expensive things without any adequate anticipative facing of the bills. War is a first-class luxury, the cost of which should be contemplated coolly, like the purchase of a yacht or the commission of a crime, to determine whether one can afford it. Too many of my neighbors fancy they are paying for the war when they are only detaching the coupons from their Liberty bonds."

"That is doubtless true," I assented, "but do you know any practical remedy?"

"Whatever," said Thorpe, "stimulates the imagination, that faculty which sees absent things as things as they really are, will be useful. The German war trophies will help. Duhamel's book will help. I have still another suggestion. In searching the Old Testament along with Mr. Wells and William Hohenzollern, I have lately been struck with the ingenuity of the ancient Hebrew kings and prophets in driving important matters in on the sluggish imaginations of their countrymen. I refer to the device of cutting a malefactor into twelve pieces and sending a section to each one of the tribes through all the coasts of Israel. Perhaps we ought not to follow this example literally. We might, I think, adapt its leading idea to our modern circumstances. We have at hand a fair number, not of malefactors, but of returned soldiers, already cut up by the enemy in various fashions, some with the loss of a leg, some an arm, some an eye or a nose or a larger segment of the face. What if to each town or village that received a German trophy, Congress should also send, to sit in the park at public expense, one of these more or less fragmentary men? Wouldn't it help unimaginative ideafists to make rational estimates for the next war?"

"Thorpe," I said, "I'm glad you're absurd. If you weren't absurd, I shouldn't be at all sure you weren't seditious."

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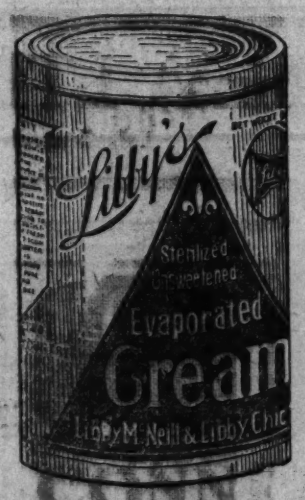

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India's Women Awakening

The Veiled Women Of The East Enter Into Politics As A Result Of The World War

According to news despatches, Mrs. Sarojini Naidu, India's gifted woman poet, has joined the passive resistance movement, and is successfully laboring to unify the conflicting castes, races and religious groups into a semblance of national unity. Mrs. Naidu's three volumes of English verse have won a wide circle of admirers. The women of India have for centuries been writers and thinkers and done work in fields which did not mean giving up the seclusion of the zenana—but the advent of a woman in the political life of the nation is something new. It indicates that the unchanging East is swinging right along; that the veiled women of the East who gave their men to fight democracy's battles are awakend to its meaning.

"There are 53,000,000 untouchables—outcasts—in India," writes an authority on the India situation, "but there are three times as many illiterate, imprisoned women, each one exerting a force of reaction and superstition until education shall reach her and set her free."

The Educated Few A Leaven

Many of the women of India realise the handicaps which centuries of seclusion have imposed upon them. The surge of discontent which is slowly touching the great mass of India's women now and then becomes vocal. "Are we women of the East," writes an Indian woman editor, "content to watch the progress of Western women without trying to better our own condition?"

Although today there is only a handful of educated women—less than 1 percent of the total—these few are exerting a powerful influence for the emancipation of their sex from virtual imprisonment, from the age-long evils of infant betrothal, caste marriage and lifelong widowhood.

Although there is no organised woman's movement in India, somehow the desire for greater freedom has penetrated the seething industrial cities and the remote villages of the hill country. Christian, Parsee, Hindu and Moslem women are all demanding more and better schools for their children. This demand for education and the spirit of national unity are the twin forces which have the power to break down the caste system and turn the eyes of Asia toward new goals of achievement. The women of all castes gave their husbands, brothers and sons—a million volunteers—to fight in France and Mesopotamia, and today Shrimato Mrilial Sen writes of her countrywomen that "love of country is gaining ascendency over every other interest in their hearts."

Breaking Down Caste Rules

Recent years have witnessed the growth of several women's magazines in India, which have proved to be influential organs of reform. The Maharani of Baroda has written a guidebook for the women of her native land, telling them the ways of women in the Western world. The Begum of Bhopal, social reformer; the Maharani of Bhavnager, editor, and Miss Sorabji, the first woman lawyer in India, are a few of those who are pioneering along these paths.

The educated women of India have in many cases belied their traditional conservatism and have been the first to throw overboard some ancient and useless custom. Take the revolt against caste marriages. Good Hindus were not permitted to marry outside their own caste, regardless of their preferences in the matrimonial line. In recent years there has been an amazing number of Hindu women who flew in the face of the religious and social ban on intercaste marriage to wed the men of their choice. Sunalini Challopahyay, sister of Sarojini Naidu, who won high honors at Newnham College, Cambridge, has thrown convention to the winds by marrying a journalist outside her own caste. The ban on caste intermarriage is not, of course, observed by Christian converts, who have helped to break it down.

Young women are as much interested in getting an education as their brothers or husbands, according to missionaries. The training centers of the Methodist Episcopal Church, where young Indians receive instruction for work among village people, are attended by the wives of the prospective preachers. Little separate houses are provided for these young people, who often travel hundreds of miles for a few months' course of training. Usually they bring their babies, and after the infants are deposited in the mission nursery for the day the young mother will attend classes side by side with her husband, or else she will take special courses in nursing, hygiene and care of children. When the little family returns to its native village it becomes a center for the spread of Christian culture, which includes the rights of women.

The Methodist Episcopal Church today has 1,500 village schools which reach 330,000 boys and nearly 100,000 girls. The old Indian proverb, that educating a girl was like putting a knife in the hands of a monkey, is no longer respected. The centenary movement of this church has an educational program for making the good will of Americans effective in transforming the lives of many of India's walled-in women.

The Limit Of The Right To Strike

(Continued from Page 14)

federations of trade unions, and employers' federations are industrial institutions. But their immunity from Government interference ceases when they go beyond their proper industrial boundaries and become political organisations.

Any organisation which goes about to resist the law, to defeat the Government, or to dictate to the people on political issues is a revolutionary organisation and puts itself outside the rights of industrial action. It that clear?

It would be inexcusable of the Government to use naval and military or civil forces for or against employers or employed in any strike on an industrial issue, but it is another matter altogether when a so-called industrial federation strikes on a political issue and against the State.

The Limits Of Union Action

Were the miners, say, out on strike against their employers, on a question of hours or wages, or any other issue between them, any soldiers or sailors sent into the mines would be improperly used and might be called blacklegs.

But if the miners, say, and other trades, came out on strike for the purpose of interfering, over the heads of the democracy, with the functions of Government, they would be rebels and enemies of the State, and it would be the imperative duty of the Government, on behalf of the democracy, to defeat their illegal combination and protect the people.

Should the Triple Alliance strike, as their leaders threaten, on a political issue, it would be the duty of the Government to use the full powers of the State, military as well as civil, in the interests of the people and for the safety of the Empire. This ought to be made perfectly clear to the public and the Tirple Alliance, so that they and we might understand exactly what is implied by a strike of workers against the State.

The naval ratings sent into the Yorkshire pits to save the coal from the results of an abominable act of sabotage were not blacklegs, but honorable protectors of the law and of the interests of the British people.

The Nation's Right

The advocates of Direct Action on political issues will claim that as free men the members of the Triple Alliance have a right to work or to refuse to work as they please. That is to ignore the "social contract"; but let that pass.

If the claim be granted, then, on the other hand, the Government and the people have a perfect right, firstly, to employ other men or other means, and, secondly, to take such measures as they deem necessary to render themselves independent of those workers, and to take those measures before an actual strike exposes the nation to hardship or to ruin.

A worker who contemplates Direct Action has, perhaps, a right to decide whether he will or will not work, but he has no right to prevent other men from working in his place. That is a claim permitted in industrial disputes with employers, but it cannot be permitted in an attempt to hold up the community on a point of political opinion and at the risk of national disaster.

Were such a claim conceded; did Government or public opinion agree that, in case of a political strike, the strikers should be permitted the license granted in industrial disputes, such a surrender would amount to the repeal of the Constitution, and the substitution of mob law or trade union dictatorship for democratic rule. It would mean that the strikers were omnipotent and that the nation had accepted a revolutionary Government.

If this is what Mr. Churchill means, as it certainly is what he ought to mean and will be expected to mean, then he failed most signally to make his meaning clear in his remarks upon the discredited War Office circular.

As I said just now, the fact that the stated grievances have become obsolete does not justify Mr. Churchill or the other members of the Government in dismissing the threat of Direct Action with a light heart. If one grievance lapses another will serve.

The Triple Alliance can fight the nation over the question of nationalising the mines as easily as over the question of conscription. This revolutionary challenge cannot be evaded; it must be met, and at present the intelligent and moderate portion of the public are asking, not without anxiety: "Do the Government understand? Have they the necessary courage, the necessary candor, and the necessary firmness to face the danger and convince the people?"

Hedged With Danger

Do not let us fall again into a dangerous optimism. Peace is signed, but the danger is not passed. No man who looks facts in the face can ignore the terrible results of the Russian debacle. It is painfully obvious that the war which was to end war has not ended war. Dangers surround us. Any act of the workers which injures our trade or our credit or saps our unity may bring these dangers quickly nearer.

Every level-headed man of business as well as every honest and intelligent student of politics realises that the Empire has yet to pass another crucial test and that it is incumbent upon us all to avoid friction and disunion. Mad and bad as was the flooding of the mines in Yorkshire, it would pale to insignificance before a disaster such as that with which the leaders of the Direct Action party threaten the country. Such a threat can never materialise if our Government do their duty and give the country a wise lead. But the peril will not be averted by smart quips, nor will the confidence of the people be increased by a policy of broken promises, weak concessions, and tricky evasion. The occasion demands statesmanship, not political slimness. The vacillation and timidity which have served us so ill in Russia will serve us no better at home.

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'Beautiful And Terrifying' Is Panama Zone Jungle

Lieut. Col. Whelen, Who Penetrated It, Looked Up At Giant Tree Surmounted At A Height Of 100 To 200 Feet By Masses Of Foliage—Natives Fear To Venture Into It

New York.—Lieut. Col. Townsend Whelen believes he has found a rich, virgin field for naturalists in the jungle of the Panama Zone. He has the authority of the Smithsonian Institution that 80 percent of the jungle growth in Panama is unknown to science. Natives of the region fear it and are ignorant of it. Lieut. Col. Whelen penetrated it with two companies of infantry for the purpose of enabling army engineers to map it. He now writes of it for the Museum of Natural History.

"The casual visitor to the canal never sees any of the real jungle," he says, "nor dreams of its existence. If one cuts his way through the tangled second growth for about five miles in from the canal he comes to the real jungle, standing up like a gigantic wall of green verdure.

"Once in it, all is different, even the climate itself. Here one can wander at will, unimpeded by thorns and creepers. It is even easier travelling here than in the woods of our own northeast, because as a rule there is less 'down' timber. It is like a new world, a world that one has not even read about.

Real Tree Giants

"From the blazing sun and sweltering heat of the second growth one enters what is almost an underground world, cool and balmy. Everywhere the giant trees go up limbless for from 100 to 200 feet and then spread out their verdure, literally hiding the sky. Beautiful slender palms grow in great profusion in the semi-darkness, impeding one's view but not one's progress.

"Scarcely ever can one see beyond fifty yards, and never does the explorer get an extended view even from the tops of the highest mountains. When I first entered the jungle it was with an indescribable feeling of awe and wonder and this feeling has never left me; nay, it persists, drawing me, calling me to come back, more insistent even than the 'call of the north.'"

An Unmapped River

The part of the jungle invaded by Lieut. Col. Whelen was east of Colon, extending from the Caribbean Coast to the headwaters of the Chagres River system. One of the first streams he encountered was the River Piedras, which rises east of one of the mountain peaks of the Cerro Bruja range, and becomes one of the largest rivers in Panama before it reaches the sea between Colon and Porto Bello. Yet it is not to be found on any map, its mouth having been mistaken for a lagoon of the sea when the coast line was charted.

Beyond the valley of the Upper Piedras rises an imposing range of mountains called Cerro Saximo, culminating in a peak rising 6,000 to 8,000 feet. Lieut. Col. Whelen believes he is the only observer who ever viewed this range, as it seems to be invisible from any place where there is a trace of human beings, and its presence is barely noted only one old map, with no indication of its altitude.

"Today," the narrator continues, "one can enter the jungle ten miles east of the City of Colon and travel eastward for more than 300 miles, and, except for a few marks of my machete, he will not see the trace of a civilised being.

Can Only Be Marvelled At

"I must confess to absolute incompetence when it comes to a description of the flora of the jungle. I doubt if the jungle as a whole can be described—it can only be marvelled at. It is beautiful, appalling, terrifying. I never cease to wonder at the trees. The enormous trunks with buttressed roots rise 100 feet without a limb and then spread out literally to hide the sky. Limbs so high that one can scarcely see them among the leaves drop lianas to the ground, long, tangled lines like the wrecked rigging of a dismasted ship."

In his description of the fauna and flora of the jungle Lieut. Col. Whelen pleads that he is not a scientist, and the nature of his duties prevented extended observation but he shows that he is a good woodman by the list of things he recognised. It was the strange things he met that convinced him that uncommon opportunities to enrich natural science with discoveries are presented in the Panama jungle.

Weird Cries

His men for the work were selected for their aptitude as pioneers, their ability to travel without getting lost, their knowledge of camping and woodcraft and their capacity for hard work.

"They enjoyed the work just as any red-blooded young men would enjoy a camping trip in the woods," he says. "Three or four days in from civilisation, just at dusk camp made, the little mosquito-proof tents up, supper cooking, and at the hush of evening, there would begin, afar off: 'Wough, wough, wough! oh, wough-h, wough, resounding through the whole jungle, terrifying, paralysing until one knows what it is—the call of the howler monkey. It is typical of the jungle, speaking at once of jungle peace and jungle war. From the time men would first hear the call they would regard the jungle differently. They were now of the jungle; they had felt its spell: the call of the jungle was in their blood, never to leave; and so, some day. God willing, I too shall go back; just as I do now in memory."

All the equipment the party carried was packed on the backs of the men for more than twenty miles. Before it was cleared off, the jungle was so thick that the men could not see more than ten feet ahead. Below an altitude of 1,000 feet the mosquitoes were thick at night and it was impossible to remain outdoors with any comfort, but the men were well sheltered by netting and in daytime the pest subsided.

A Jungle Bed

In making jungle beds palm boughs were cut, as are balsam boughs in the northern woods, and on a thick, spring mattress of palm leaves the jungle tent, with waterproof silk floor and roof and mosquito net sides, is pitched, making a most comfortable, cool, insect-proof bed. There were plenty of palms at every camp for a bed.

The jungle explored by the party in two seasons of work is uninhabited except by a few natives who live on the Caribbean coast and never venture into the interior. They subsist on cocoanuts, bananas, yams and fish and make charcoal for a living, selling their produce to small sailing vessels which call at their villages every three months or so. Natives of the Panama Zone say that in the distant interior the San Blas tribe of Indians live, and they are very hostile to invasion; but nothing is definitely known of them and Lieut. Col. Whelen's party saw no sign of them. He believes his party was the first to penetrate it, and they got only a glimpse of its wonders.

Swiss Book Tourists For Alpine Air Flights

Regular Trips About The Matterhorn And Other Peaks Scheduled For Fine Weather

Zermatt, August 25.—The day is no longer distant, it seems, when aspiring tourists will be comfortably deposited by airplane on the summit of the Matterhorn. Indeed, recent exploits of Swiss aviators which I have witnessed here render it not improbable that flying up the Matterhorn and other great Alpine peaks, or at least close around their summits, may soon become a popular holiday sport in Switzerland.

What is probably the most elevated flying field in Europe has just been completed at Montana, in the Canton of Valais, at a height of about 5,000 feet above sea level. This first of Alpine flying fields was opened a few days ago by a number of sensational flights, in the course of which the Swiss airman Rhyner circled around the summits of the Matterhorn and Weisshorn for several hours. These feats will be repeated regularly in fine weather, and hotel guests who are unequal to the exertion of difficult climbing or deem the dangers of flying less than those of mountaineering will be able to book seats as passengers and skin lightly over crags and precipices to overcome which costs the ardent Alpinist many hours of high physical tension. Alpine aviation thus bids fair to become a recognised institution in Switzerland, by which all those interested in the development of the tourist industry hope to attract new swarms of pleasure seekers to the "playground of Europe."

Two Swiss military aviators, Major Isler and Lieutenant Ackermann, after flying around the summit of the Jungfrau recently, landed in the midst of the glaciers of the Jungfraujoch. A suitable landing place had been leveled on a glacier, but the machine was deflected from its course by a sudden gust of wind, and it stopped on the verge of a gaping crevasse, into which the airmen were very nearly precipitated. Swift and treacherous air currents swirl about the great Alpine peaks, even in the finest weather, and threaten to hurl airmen to destruction upon ragged ridges and rock faces. Only by experience will these difficulties be gradually vanquished.

It is stated in Swiss newspapers that an air passenger service is being organised along a line connecting London, Lousanne, Montana and Milan. This would mean flying over the Simplon Pass at a great height and certainly would afford air travelers marvelous views of mountain scenery.

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Things Are Getting Back To Normal Now In Paris

By Daddy, in "La Baionnette
(*Translation from the French by A. K. Gumuchian*)

You leave the theater at midnight; hardly have you gained the street when it looks like rain; a halo of innumerable reflections streaked with zigzag lines confirms your prophetic observation, for it is raining. You suddenly realise that it is high time to open up your umbrella, the reflections on the wooden pavement pointing out puddles to avoid. Hurrah! long live the white lights again.

You need a taxi? Speedy autos—ten to a passenger—converge toward you in geometrical perspectives, and there is nothing but the embarrassment of choice.

Tired of waiting for an empty carriage—not having taken the trouble to tip one of those lazy gamins who, jumping alongside the chauffeur bring back a taxicab prisoner—you decide to use the more plebeian means of transportation. If the depot, resounding with the chug-chug of the auto-bus, happens to be encumbered with a mushroom bed of umbrellas, don't by any means rush like mad to catch the "last" subway train. The "Metro" keeps running till after midnight, till 1, till 1:30! No more of those frantic crowds of passengers blocked behind the grill that protects a contemptuous guard with a cruel grin on his face. Instead, you quickly fall in line and buy a first class ticket. On entering the comfortable car you notice with pleasure that there is plenty of room. The habitual second class passengers, not being able to find seats elsewhere, have not been shoved into the sanctity of your accustomed carriage.

Great! You come to your station. In the street the gas, like scintillating pebbles strewn by a giant Tom Thumb, show you the way. You gaze, cross and pass other night hawks like yourself. You recognise a friend and single out a woman by her reflection. And you are no more annoyed by that spectral vision of round, creepy spotlights projected by pocket electric lamps, an old trick among jokers, who for the last four years have been in the habit of giving you a blinding surprise while passing. In locating your residence there is nothing more to do than rely on your personal instinct and on approaching the doorbell to wake up your sleeping concierge; you take no chances of bruising your tibia against camouflaged structures and then finding yourself bowled headlong into slimy debris.

War-Time Touches Pass

There are more good things. Primarily, in the morning you get your milk, good milk not half from the pump as of yore. You have your chocolate or coffee, sugar, croissants. Oh, divine peace! The whole shooting match is brought to your bedside by the maid, recently back, repentant, from the munition factory. At the same time she brings you a stack of bulky morning papers, six, eight, ten and twelve pages in each one. No more envelopes marked F. M., C. M., "Tresor et Poste" and "Opened by the military authorities"; no more of this cheap postal literature, encrouching and tyrannical, which used to collect on your desk under the classification of "to answer," "answered" and other barbarisms. No more poilus at the front! No more "godchildren"! No more nephews and cousins or brothers-in-law mobilised, universally dedicated to the unique distraction of corresponding.

You open the paper. The leading article deals with improvements for the comfort of the forces in New Caledonia, or a definite project of making Paris a seaport, subjects of a passive nature yet favorable to the graduated transition of the state quietly slumbering to the state awakening. A two-column head-line in large type announces the first chapter of the Memoirs of Anna Held. You will read about the downfall of ministers, first night criticisms (all written by the same omnipresent dramatic critic), and the three book reviews; the melodramatic, sentimental and frivolous: also the race programs at Auteuil, Maison Lafitte, and the plunges on the Stock Exchange, the big advertisements, tourist announcements, little removal announcements and all about strikes and affairs of honor.

You savagely glare at a title: Exploits of our aviators. Ugh! As you read further on, you inwardly smile to yourself; the news is not military, but concerns the latest record flight across the Atlantic with passengers.

You arise in the morning, wash and dress. As you slip on your waistcoat, a soft tinkle catches your ear. In a blase manner you insert your index finger and thumb in your vest's upper pocket and among the bronze and silver coins that you extract you find gold pieces. Gold louis, man! Your satisfaction will be complete if you make sure that an Italian sou has unsuspectingly been slipped you by some one whose identity you cannot remember. For there is no greater joy that surpasses the petty annoyances of life.

For the moment you regret the good old times when foreign pennies were in currency with all that with went with them, and the tiresome job of getting rid of them. In those days it was possible to give Pilate what belonged to Pouce; in other words you could get rid of your penny. However pressing your duties and engagements, however savory your repast, all day your mind would have the unique preoccupation of palming off your worthless coin on the first gullible victim that came your way. You would never think of giving it to a beggar—living up to this custom would be too ordinary.

Fewer Americans

You go outdoors. In the street carriages, auto-buses, taxis, wagons and trucks go on their way. But you notice the absence of military camions. Also there are no American truck drivers making speed tests down the streets and around corners. In the public square, the gendarme, with his hand raised, immobile and fascinating like a lion tamer, controls the traffic with its vibrating motors and mechanical flivers.

And you find yourself running your business with assurance, using strenuous words, which now have recovered their old inoffensive meaning.

You say, "I was bombarded with orders"—"I tore off ten letters this morning." If you are getting bald, "My nair tonic is doing wonders."

There is an advance on the front.

"There was an explosion of joy in the factory on the lockout being lifted."

"To close the conservatories would be a worldwide cataclysm."

You return home richer than when you left in the morning, slightly nervous from the events of the day, saturated with the movement and noise, ready to enjoy your quiet home. You feel your stomach appeased by good things, liqueurs, cakes as of yore and delicatessen, at the same time thinking with emotion that millions of men sacrificed their lives so that you could again enjoy these comforts.

Perhaps you yourself have a bullet hole hidden somewhere. And if one night, on rounding a corner of a dark and lonesome street you are assailed, blackjacked and robbed by apaches back on the job, you think with delight: "At last, my dear old Paris. I have found you."

BELGIAN CLAIMS AGAIN EXCITE NETHERLANDERS

Frontier Questions, Thought Disposed Of, Are Brought Up At The Paris Conference

The Hague, August 9.—The Dutch press once more is greatly agitated over the revision of the 1839 treaties, which at present are up before the Commission of Fourteen at Paris. After the decision of the Paris council presided over by Secretary Lansing, the Dutch predicted an easy walkover in the contest with Belgium, and the press was exultant over the diplomatic triumph at Paris. The fact that Mr. Lansing presided at the council made the Dutch all the more triumphant over the decision, and insinuations were even made in the press that Belgium had been deserted by America and the Allies.

As the Paris council decided that the revision of the treaties should include no territorial concessions the Netherlanders are now highly indignant that the Belgians are allowed to put forward and discuss territorial changes and strategical defenses at the conference.

For some weeks there has been great uneasiness here about Belgian propaganda in Belgium and, as the papers assert, in Paris also. Columns of protest again appear in the press here, fighting the Belgian propaganda, especially the arguments used by the Antwerp Chamber of Commerce in its recent appeal to the Allies. The Nieuwe Courant says the report concerning the first conferences of the Commission of Fourteen indicates it will be well for the Dutch people to give some evidence of the strong interest in this country for these important negotiations. The Belgian people are beginning to realise, it says, that they spoiled their own interests by giving prominence to the senseless demands of certain committees, and the campaign against Holland assumes a different form, says the paper.

"We must be on our guard against the present cooler and more circumspect policy. We must not allow ourselves to be caught napping, but must redouble our wariness for the very reason that there is great danger of regarding Belgium's present demands as less serious in comparison with the original claims."

The paper points out the psychological effect similar propaganda had during the war, and refers to the propaganda for a plebiscite in Limburg. Meantime the Dutch propaganda against what they call annexationist demands has been renewed, and bicycling societies, singing societies, football clubs, etc., from the district involved send telegrams of loyalty to Queen Wilhelmina, protesting against annexation. The Roman Catholics, who attained a majority in the Chamber by Catholic Limburg, are also active in stirring up patriotic protests.

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They Chart Faces For The High Points

No More Square Pegs In Round Holes, If Demonstrators Of The New Idea Are Right

(*New York Times*)

Do you wish to avoid taking a job—say as a window cleaner, one of those human flies that one sees working away up on the fifty-steenth floor of the Woolworth Building—when you really should be in charge of the operations of a hive of bees, down at the end of some old garden, full of honey flowers? Or, do you wish to avoid hiring, to sell your best brand of cigars on the road, a man who, if he found his true vocation, would inevitably run an anti-smoke, anti-drink, and anti-everything campaign? Then hear ye! as the old town crier used to say.

There was a young man—no, this is not a Limerick—there is a man who believes that he has solved the unemployment question and has started in to prove it. According to this theorist, there is work for all, work that clamors to be done, and some that probably never will be done to the entire satisfaction of those who have it to dispense.

And, on the other hand, there are the workers. To the earnest advocate of vocational analysis the world presents itself as a vast place where the worker—millions and millions of him—hustles around in circles, vainly trying to grasp the work that he can do, the work that suits him, the work that is his work.

About all the average human knows is that it costs more to buy everything or to have any piece of work done than it ever cost before, and it doesn't make any difference whether it is a house or an automobile, or whether you want a hole mended in Maggie's old agate ware double boiler, or whether it is a question of wanting a gold crown without waiting to "shuffle off this mortal coil." The dentist says: "I can give you an appointment in ten days; sorry, but that's the best I can do." The cleaning and dyeing establishment will promise to return your old suit—which you are having cleaned solely because you are in dire need of a new one and feel you cannot afford to buy it—in a month, and will talk about the great rush of work at present "in this line." There is always a rush, as far as one can see—and in every "line."

The question of servants—domestic service—has become too sore a subject to be touched upon lightly, awakening, as it would, a responsive pang in so many hearts.

And, yet, in spite of all this, thousands and thousands of people are looking for work. Employers everywhere will tell you how difficult it is to get the right kind of secretary, or stenographer, and yet the rooms of the regular employment agencies and likewise the employment bureaus run by the various type-writer concerns are crowded with applicants, of all ages and complexions, creeds and races.

Is it possible that the would-be secretaries should be dressmakers and the aspiring dressmakers the stenographers; that the drug store clerk should be selling life insurance, while the life insurance agent should be writing movie scenarios? Are we to believe that people do not choose their occupations with any sense, and failing sense, not even with instinct?

New System—Vocational Analysis

That is just about what we might think if we listen to the exponents of the New System, which, be it said, is the system of vocational faculties-analysis, who have opened an establishment where a course is given, which will enable you to choose, and choose wisely, your course in life. Take a good dose, it is promised, and you will be able to determine your real vocation, not to mention that of others, with the unfailing accuracy of the small boy's knowledge of when it is time for dinner.

At present, if one is seeking employment and goes to one of the established agencies, or perhaps direct to some representative "big business," a large and imposing sheet is thrust upon one which looks unpleasantly like a certain recent income tax paper, and one is mildly requested to "fill it out." It will be found to cover everything from the color of the applicant's eyes—" to be given separately, please, in case they differ"—to careful probings as to whether one prefers eggs for breakfast, or no eggs.

If we are to believe the vocational analysis gentry, we may hope to see this all done away with, and all over the country, will be little clinics, perhaps private, perhaps public, perhaps Government owned, where Mary and Jimmy, when they leave high school, or come out of business college, will sit, and where Mary at least will giggle, while a plausible young man runs his fingers down the side of her nose and says that, no matter what she may try to do, the profession she will eventually follow will be that of a lawyer! And aspirants for places will appear armed, not with the letter of recommendation of ancient tradition, but with a chart bearing little waggly marks looking like stenographic notes without curves.

This will be one's basic analysis of vocational faculties. Among other things, it will have big headings, such as "Intellectual Elements," under which "Science," "Letters," "Art," etc., are sub-headed; then "Social Elements," and further down on the chart, "Volitional or with Elements." It will be interesting to note that "Commerce," "Wealth," and "Rulership" are among the divisions bracketed under "Will Elements." These subheads are again divided. For instance, let us take "Art"—because everybody is interested in art—"Art" is divided again into "Form," "Color," and "Number." An artist would ask: "What about balance and line," which are omitted and both of which are dear to the artist's heart. However—

It does stand to reason that the man who is going to sell clothes-wringers must have a somewhat different mental equipment from the man who is going to sell—say, wall paper, or, ladies' dress silks, just as the man who is going to sell anything must have a different character from the man who is going to construct things or the man who is going to work a machine.

Charts Of Little Wiggles

A vast field of speculation opens up before one's interested vision. We now file, index and cross-index the card system of our business records, so, in time, perhaps, we may expect to see applicants for such places cross-indexed by their face charts, and the charts themselves may be grouped under headings of a, b or c, according to whether one boasts the urbanity of a real estate agent, the persistency of the book agent, or the insinuating quality of the highclass silk salesman. Everything will be on the chart; the degree of destructiveness, the amount of endurance; faith, hope and love will stand side by side with frugality, system and perseverance, enthusiasm, tact and candor, besides other things not thought quite so nice, as rigor, severity, etc. They are all taken care of.

One may "pick the winner" at a glance. In time it may even be possible to convince Willie, the office boy, that, although he may have all the qualities that cause him to look forward to being President some day, he never will be able to fill the bill as a lickeron of stamps in your office.

The new idea addresses itself to a wide audience, employers and employes, which would seem to include most folks. In the first place, are you one of the workers? Then, do you know whether you are "giving yourself a chance?" Are you engaged in the occupation best suited to your abilities and characteristics? You don't know? Then you should come and have your face read and find out. That is not what they call it, but an irreverent memory of the man who reads one's bumps persists, and while we are told that this has no more to do with phrenology than it has to do with black magic, still one thinks of that little old bump reader and refers to the new ideas as reading one's face!

Square Pegs In Round Holes

You are not a worker, in the exact sense of the word? But still, the people with whom you come in contact, the men with whom you deal, would you not be at a great advantage if you could size them up in an accurate and exact manner, and, withal, in the twinkling of an eye? Of course you would.

Mr. Auto Broker, how many times have you lost a sale because of that little inability to size your man up just right, what you call "overlooking a bet" somewhere? You would not like to say just how many. Perhaps he could not afford a $6,000 car, but you might have sold him a $600 one. Or, again, perhaps he did not show the slightest interest in your $600 offering, but went and bought a $6,000 car from your most hated rival. You thought his clothes—but clothes don't always tell the whole story, or manner, either. Many a man who walks as though he were afraid of hurting the floor, and looks too meek to be the possible owner of anything, could buy and sell a lot of blusterers.

Then, for the busy manager or executive, who feels, perhaps, that he is unable to get the best out of his men—what a boon this system will be for him? Instead of packing off John Doe because he isn't making good, he will send him over to the vocational bureau where, after the investigator has gently prodded all the knobs of his physiognomy and played an adagio movement on his countenance in studying the topography of his facial map, Mr. Manager will be told just where Mr. Doe will fit in. In other words, there will be no more trying to fit square pegs into round holes.

How It Works

But where can one learn all about the New System?

It is a hot and steamy night, and one walks up a couple of flights of stairs in an old-fashioned house in the neighborhood of Fourteenth Street. One comes out into a room, well filled with people, mostly men. One sees the clerk seeking to improve his condition, the master mechanic who has dropped in to see "if there is anything in it," and school teachers, male and female. Some of these teachers are ardent supporters of the new idea and are attending the full course of lectures, in which the strange-looking charts, hanging on the walls, are doubtless made use of and explained. One chart shows a man's face, another a woman's face, and the high points are emphasised and cabalistically maked with double initials. It all looks very impressive.

An enthusiastic young man rises and tells the audience something of his past career, the various and widely varying kinds of work he has done, until finally he took up this new study which he considers all-important. He tells something of the high points of the face, and how these are not always natural characteristics, but sometimes acquired, as, for instance, if a subject studied much along certain lines, he would strongly develop the corresponding portion of his face.

He tells how it is customary to study, for the benefit of the audience, a couple of subjects at each of these public meetings, and calls for volunteers.

A general shyness ensues, and one modest man is nabbed just as he is about to escape. He is told, after examination, among other things, that he is probably a minister or a teacher, but he does not know how to push himself forward enough—lacks "punch" a bit, perhaps, and therefore would not succeed very well as a business man. He pleads guilty to being a teacher, and, everybody having joined with him in a friendly laugh, takes heart of grace and returns to his seat, to have the pleasure of seeing some one else "be the goat," and, possibly, if he happens to be interested in this vocational guidance, in connection with his teaching, to get ideas to help him in his work.

The lecturer, or demonstrator, or whatever you wish to call the enthusiastic young man, states very plainly that there probably are some who think he knows the people there, but permit him to say that of all the roomful he recognises but three, whom, of course, he would not consider for readings.

A blonde young man, with good manners, and a pleasant, rather intelligent face, is the next subject and is told he might very profitably take up stenography, not with a view to becoming and ending life as a stenographer, but as a stepping-stone to a secretaryship with some big business man or politician, where he could get a "high-paid" job. The young man blushes happily and admits that he is a bookkeeper. He is advised to lose no time in combining the two branches of knowledge.

The Ladies Hard To Diagnose

The lecturer explains that he does not like to trouble the ladies, especially in view of the prevalent modes of hair dressing, which enable a woman pretty thoroughly to disguise a goodly portion of her face, the forehead, temples, and region in front of the ears, the ears themselves. Unfortunately, no one of the ladies present offers to draw her hair straight back from her face for the good of the cause. So attention is called to the marked characteristics of a face, the length of nose, height of brow, the strength or weakness of chin, the bumps between the eyes, showing a sense of "form"; the bumps further to the side, indicating a strong feeling for "color" (what the artist present knew as "color sense"). Some of the bumps over the eye, the lecturer says, are such as an excellent mechanic might have who was used to watching and "following" machinery in motion—indicating "form in motion" in other words; the pouches of flesh at either side of the mouth indicate egotism. A high development of this is shown on a chart.

Another man has his face "read." He is told that he is too good for a butcher, but not good enough for a surgeon—which is a very unpleasant approximation of ideas for any one in need of the attentions of the latter. It is explained that he has a tremendous lot of aggressiveness and destructiveness, but lacks a sufficiency of the higher powers; that he could not build up; had no feeling for detail. The gentleman with the destructiveness is very nice about it, and, instead of starting in to exhibit his chief characteristic on the demonstrator, for whom the audience must have trembled, explains that his business has to do with reconstructing buildings, but that perhaps they could tell him why he always lost interest right away, that he could start a thing, but could not carry it through.

He is told that he has the ability to destroy and plan to change, but not the power to build up and work in the mass of detail apparently necessary.

That's the New System. It may be bad, but those who have devised it rarely seem to lack an interested audience.

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HOW ITALY AVERTED REVOLUTIONARY MOVE

Commonsense Of The People Won, Despite Disappointments Of Peace

ANGERED BY PARIS NEWS

It Seemed To Them Everything Was Done To Depreciate Their Effort

(Note: This human and illuminating letter on actual conditions in Italy is written by Mrs. Klyda Richardson Steege, author of popular books about Italy and Special Correspondent of the Reciprocal News Service).

Siena, Italy, August 9.—Italy has been nearer to revolution than is generally known. She has been saved in this crisis, as in the crisis of the war, by a national quality to which we Americans are almost blind, dazzled by the spectacular beauties of physical Italy and her art. Italy has been saved by the genius of the common people for endurance, patience, common sense.

When there came the overwhelming, humiliating disaster of Caporetto, the nation was heartbroken. All hopes seemed gone at first; every possible device that the enemy within and without could invent to make trouble and throw the country into revolution and anarchy was used. The invading hordes of barbarians poured down and down, and the people held their breath with fear, not knowing where the tide would be stopped. Yet in the face of the most awful discouragement they held firm. The people themselves, the common people of Italy, controlled the situation. They took care of their refugees, they held patriotic meetings, they made sacrifices and subscribed all they could. I am not speaking here of the magnificent assistance that poured into Italy. It would have been impossible for her to feed and clothe the multitides of homeless and starving and destitute people without this generous aid: but just now I am speaking of the dogged persistent efforts of the Italian people themselves and what they did. And it must be taken into account outside of Italy in any judgment that is brought to bear on later events that, besides the suffering of the refugees there was a very great deal of misery in this country, and a great scarcity of food and that the price of even the most necessary things was enormous. It was a very hard time. But the people worked and hoped on. The motto everywhere was "Resistance."

Then came the great days when the Piave was crossed, one victorious advance succeeded another, and triumph was near. There came a breathless Sunday, with patriotic meetings and great excitement in the air. Then came the bulletin that Rovereto was taken, and almost immediately after followed the news that Trent was in Italian hands, the cavalry were entering Udine and the Bersaglieri were landing at Trieste. We outside of Italy and her interests do not know what all that meant. Not only the driving of the enemy off the soil of Italy, but the realisation of the dream of the great patriots, of Mazzini and Garibaldi, and the redemption of the cities and places which had suffered and waited for so long. What Alsace and Lorraine were to France so these places were to Italy.

After this there were days of armistice. Then there were more days and still more. Conditions did not improve in Italy, and a spirit of restlessness began to increase among the people. But the Italians are always patient and they went on hoping for a settlement of affairs. Prices kept on going up and food was less in quantity. Spring came. Other affairs were before the Peace Conference; those of Italy were in the background. Fiume elected to be Italian. The cities of Dalmatia, oppressed by the former dependents of Austria, wanted to be under Italian protection and were welcomed.

Opposition to these hopes and aspirations has been very exasperating to the national temper. It has seemed to the Italians that in Paris everything that was possible was being done to depreciate their own efforts during the war, and their present needs. All through the spring and summer there has been an undertone of unrest and disturbance everywhere. Those who have watched and studied the internal situation have been uneasy in spite of a deep faith in the underlying good sense of the Italian people. Even a people with the best sense in the world may be overcome by unruly members of the community. So there has been a feeling in the air for some time that something might happen, what, nobody knew. There were plenty of revolutionaries and Bolshevists about.

The Ministry changed and there seemed to be some new blood introduced into the conduct of affairs, though prices did not begin to go down. Then came the time when the people took that matter in hand. They were not wise in their manner of going about it, and there was far too much sacking and ruin before the thing stopped. Many an honest merchant lost shamefully, as well as those who had been profiting unfairly, and there was greed and robbery on the part of the bad element, who came to the top, of course, on the occasion. But it did not last long.

I had to spend a night in Pisa just after the disturbances there. Pisa had suffered rather more severely than most of the other cities of Tuscany. I am afraid there was not much left in the really fine shops which were all closely shuttered when I was there. But there was no rioting or disturbances on that moonlight night. Soldiers walked up and down, most of them very young fellows with guns and fixed bayonets, but the population seemed all to be out in the streets enjoying the evening air and the breeze which swept up the Arno from the sea. I walked around until late, and listened to the conversation, peaceful in nearly all cases.

A great strike was proclaimed for July 20 and 21. There was a certain amount of nervousness in regard to this. Not because the Italian people were likely to do anything very reckless, but because there were really wrongs to be righted, and many grievances to be relieved. And one could not tell how many false hopes had been held out that a revolution on the lines of the performances in Russia might benefit the people. The censorship, whether wise or unwise had been taken off shortly before, and any sort of manifesto was allowed to be put up. There was one proclamation in particular which ended its fiery paragraphs with "Long live the Socialists of Russia and Hungary." Socialist and anarchist newspapers were on sale if anyone wished to buy them, and there were no restrictions on the freedom of speech. But the element of common sense was strong. Some days before the 20th there was posted among others, the following, written by one of the numerous committees of ex-soldiers. It said:

Citizens! By our dead and by our glorious mutilated, to whom the country owes the greatest gratitude, and that not of words but of deeds, by the still undried tears of the widows and orphans of the war by the anguish suffered by all the people, we abjure you not to follow the paths suggested by blind and headstrong passion.

"We, who on our part fought for an ideal of liberty and justice, we are waiting and watching with calm minds for liberty and justice to be accomplished for all. We will not tolerate violence, no matter from whence it comes, and we are ready to oppose it by whatever means may be necessary. And we call ourselves happy and fortunate if, as once we were those who led and those who fought in the war, we may, the same men, be those to gain peace."

While these words of warning were being uttered by the people the government took up a steady and sensible position. There was to be fair play for everyone, and an opportunity for all sorts of persons of every shade of opinion to express their minds. But it was clearly given out that order was to be maintained.

On the day before the strike we were asked to buy our bread and whatever food we could to last for several days in case of necessity. Guards were placed at the banks and sent out into the country to protect the villas and farms.

I asked an employe of the post office if she intended to stop work. "By no means," she answered. "I have no thought of it."

I had occasion to go into the shop of a little woman who has an agency for a firm of dyers and cleaners. When I asked her a similar question her answer was the same, and she said further: "My husband is in the Telegraph Office. He is going to carry a revolver tomorrow and so are a number of the other employes. They will fight before they will give in to the strikers."

The 20th was Sunday. Everything seemed to be peaceful. From our terrace we saw the train from Florence come in and the one from Rome, and at the appointed hours they came and went all day. About noon I went out. The usual nicely dressed Sunday crowd was coming out of church, and going about its ordinary Sunday occupations. The shops which were accustomed to be open on the day were by no means all closed, various kinds of newspapers were for sale, though some of them did not come—and one would not have known that anything out of the common had happened.

The next day was the same. Nearly all the shops were open and everything went on as usual. News of a reassuring nature came in from all parts of the country. In Naples, where a storm was expected, the meeting was sparsely attended, and soon broke up. Similar failures to incite the people were reported from other cities. It is true that some few anarchist attempts were made to blow up the railroad lines in one or two places in Southern Italy, but the railroad men themselves went promptly to work to repair the damages, and the trains were soon all running.

In Italian a strike is a "sciopero," and this grand attempt at a revolution and general overturning had come to be called the "scioperissimo," a strike in the superlative degree, as the biggest thing of its kind. It turned out to be, to use another familiar Italian expression, a "fiascone."

A lurking suspicion is thus removed from all hearts. I have always maintained in the stoutest way that the good sense of the Italian people would never lead them into the excesses which have ruined Russia. It has always seemed impossible that they could, as a nation, really lose their heads. Yet Italy has suffered much and her people have been sorely tried. We are still on rations for many things, and though there is some slight improvement, yet the great lack of nourishing food, and the enormous cost of it, depress the spirits of the nation. There is not enough, and many people, very many of them, cannot afford to buy what there is.

The moral effect on the nation of the long drawn out affairs of the Peace Conference, and the way in which Italy has seemed to be put on one side, has been very much greater than America knows. Italy has borne herself bravely, and her sacrifices and efforts have been worth much. The whole people is hurt and wounded. Some of them are angry, too. Therefore it is all the more honor to them that after this long and wearying strain they have stood so firm and showed so plainly the stuff of which they are made.

TRY IT IN YOUR BATH

By Appointment To H.M. The King.

SCRUBB'S CLOUDY AMMONIA

INVALUABLE FOR TOILET AND DOMESTIC PURPOSES

Of all Grocers, Chemists, etc.

The public are cautioned against the many injurious imitations of "Scrubb's Ammonia" that are being offered, and attention is drawn to the signature of Scrubb & Co. on each bottle, without which none is genuine.

SCRUBB & CO., LTD., GUILDFORD STREET, LONDON, S.E.

HAVE YOU ANYTHING TO SEND?

Then call up the

CHINA EXPRESS COMPANY

North 1612

Freights or parcels booked through S. N. R., T. P. R., Lunghai Railway, Peking-Hankow, etc.

Exclusive Express service by the S. N. R., S. H. N. R.

We are the official Agents of the American Express Co., Shanghai. Head Office: 207-211 Boundary Road, Shanghai, (Opposite the Railway Station). Telephone North 2180 and 1612.

THE CHINA EXPRESS CO., is the only transportation company specializing in Railway Transportation. Thus you may rely on us for service.

"Kavkas Mercury & Vostochnoe" Ltd.

WAREHOUSING, INSURANCE AND TRANSPORT OF GOODS WITH ADVANCES.

Established 1840.

HEAD OFFICE N PETROGRAD

FOREMOST Russian Steamship Company. Owners of over 300 Cargo and Passenger steamers, plying on the Vola, Kama, Oka, Kura and Caspian Sea.

Inclusive through transport rates quoted and through Bills of Lading issued to all parts of the world.

SPECIAL FACILITIES GRANTED FOR SHIPMENTS TO AND FROM RUSSIA. Marine and War Insurance risks covered on first class policies at lowest current rates.

Charges and Invoices collected through our Branches and Agencies. BRANCH OFFICES AND WAREHOUSES IN ALL RUSSIAN TOWNS OF IMPORTANCE. Also in Great Britain, France, Italy and United States of America.

M. A. MORDUCOVITCH, Manager.

Telephone No. 1478. The Bund.

FOR ANY INSURANCE SEE RAVEN TRUST CO., LTD.

15 NANKING ROAD, SHANGHAI

OREGON'S O.V.B. VERY BEST

The Ideal Beverage For The Summer

Gande, Price & Co., Agents

上海新茂洋行經理

鳳凰水火保險公司

美國哈脫佛城

PHŒNIX INSURANCE COMPANY OF HARTFORD, CONN.

CASH CAPITAL, G. $3,000,000.00

ASSETS, JANUARY 1, 1919.

Cash on hand, in Bank, and with Agents	G. $ 3,182,795.96
Stocks and Bonds	15,356,125.46
Real Estate, unincumbered	637,734.42
Loans on Real Estate	106,500.00
Loans on Collateral	200,000.00
Accumulated Interest and Rents	131,575.59
Reinsurance due on Paid Losses	91,466.42
TOTAL CASH ASSETS	G. $19,706,197.85

LIABILITIES.

Cash Capital	G. $ 3,000,000.00
Reserve for Outstanding Losses	1,083,744.99
Reserve for Reinsurance	7,601,014.04
Reserve for all other Claims and Liabilities	515,026.50
TOTAL LIABILITIES	G. $12,199,785.53
Net Surplus	G. $ 7,506,412.32
Surplus to Policy-Holders	G. $10,506,412.32

Total Losses Paid since Organisation of Company, G. $91,623,036.51

By appointment—

Thomas W. Simmons & Co.

International Merchants

10 THE BUND SHANGHAI

Agents for China, Phoenix Insurance Co., of Hartford, Conn.

Telephone: C—3083.

Your Cup of Tea Should Be China QUALITY Tea

FLOWER BASKET BRAND

Sold by all Grocers

THE CHINA TEA CO., LTD.

SHANGHAI

For The Kiddies!

FRESH EVERY DAY.

BIANCHI

97, Szechuen Road. Tel. 2264

The PARISIEN Cafe

Cuisine and Service

DINNERS DANCING

Miss Asta Ericksen

KERREY'S ORCHESTRA

IN EVERY EVENING

23 AVE EDWARD VII PHONE C. 1915

Electric Radiators

Consumers, who in past winter seasons have hired electric radiators from the Department, are advised to make early application for hire again this season. Do not let the first cold snap find you withou your electric fire.

BE PREPARED.

MUNICIPAL ELECTRICITY DEPARTMENT

SHOWROOMS: 471-2 NANKING ROAD. TEL. C. 2660.

USE PATTON'S SUN-PROOF PAINTS

"SAVE THE SURFACE AND YOU SAVE ALL"

Applied by our Contracting Department

FEARON, DANIEL & CO., INC., SOLE AGENTS

8B Kiangse Road, Shanghai (and at Tientsin, Hankow, Peking, Harbin) Phone: Central 10

Passengers Departed

Per N.Y.K. s.s. Kumano Maru for Japan: Mr. and Mrs. Sakuragi and 2 children, Mrs. Ukon, Mrs. F. C. Bouham, Mr. and Mrs. Shinjo, Mrs. Jojima and 3 children, Mr. and Mrs. Yasuzawa, Mr. and Mrs. Yamamoto, Mr. and Mrs. Wright, Mr. and Mrs. Doup, Mr. and Mrs. Okazato, Messrs. H. Chattey, Hasterdo, M. Robertson, William, Shimada, J. R. Fairley, (Toyoda, Minura, A. Watson, B. Prideaux, Watanabe, Inoue, Terada, Ito, Konishi, Murakami, Hashimoto, Tada, Yagishita, A. R. Moore, Shojo, E. S Mohler, Rodrigues, Ishida, Ikuno, Yoshida, Yokoi, Yamazaki Wada, Ijima, Sano, Chang.

Per C.N. s.s. Hsin Peking for Ningpo: Messrs. T. R. Jernigan, Read.

Per C.N. s.s. Tean for Swatow: Mr. and Mrs. C. S. Davies, Mr. G. S. Turner; for Hongkong: Messrs. Fernandes, A. Patterson, A. G. Wilcox, Courant, L. G. and E. M. Baptista, Mr. and Mrs. A. L. Railton, Mr. and Mrs Kellog, Miss Fernandes Mrs. Moreland; for Canton: Mrs. W. Buckley.

Passengers Arrived

Per I-C. s.s. Luenho from Hankow: Mr. and Mrs. H. A. Allan, Messrs. Draper, Brown; from Tungchow: Mr. and Mrs. Garrett.

Per K.M.A. s.s. Kwangping from Chinwangtao: Mr. and Mrs. H. E. Brewer and 3 children, Mrs. R Bailey and 4 children, Mr. and J. H. Lougheut's 2 children.

BUSINESS AND OFFICIAL NOTICES

(Continued from Page 28)

MUNICIPAL INVESTMENT BANK

OCTOBER DEPOSITS

will be received at the Finance Department of the Council, 24/B Kiangse Road

Up to
and
Including

Monday, October 6

25601

NOTCIE

We have this day removed our offices to
New Kelly and Walsh Building, No. 12 Nanking Road
Second Floor.
"TRANSMARINA" TRADING COMPANY.

25677

Tenders for the Motor Boat "Marie B"

Sealed Tenders marked "Tenders for the Marie B" will be received by the undersigned up to 10 a.m. Oct. 15th, 1919.

1. She will be sold to the highest bidder offering over Tls. 6,500.00.
2. It is understood that the receipt of a signed bid (if the highest) shall be a contract to purchase between the bidder and the undersigned.
3. Inspection of the boat without appointment may be made any time at the Palace Hotel foreshore.

Yangtze Transport & Supply Corporation
93 RUE MONTAUBAN.

CODE BOOK

Bentley's Complete Phrase Code
(Latest edition)
Original Price $25.00; Reduced to $20.00
FOR SALE AT
Chew Tzu Kong, Bookstore
111 Szechuen Road, Shanghai.
25506

Dr. Lionel Street

has returned from Service in Europe, and resumes his practice from this date.

2A KIUKIANG ROAD,
SHANGHAI.
Telephone 2015.
Consultation hours: 2-4 p.m.
or by appointment.
25684

Shanghai Race Club

NOTICE

The Stewards invite tenders from Building Contractors of experience and good repute for the construction of New Stabling, Outhouses and Boundary Wall on the Club's property, Mohawk Road (South End).

Plans and Specifications may be obtained from the Architects, Messrs. Davies & Brooke, M.S.A., A.R.I.B.A., 10 The Bund, or the undersigned.

Each application for Plans and Specifications must be accompanied by a deposit of $50 which will be refunded on return of plans, etc., within ONE WEEK from date of issue, or on receipt of a bona fide tender. Plans and Specifications must be returned with tenders.

All tenders must be made on the form provided with the specifications and be forwarded to the Stewards, Shanghai Race Club, before NOON on MONDAY, 13th OCTOBER, 1919.

Covers containing tenders must be clearly marked "TENDER—SHANGHAI RACE CLUB, NEW STABLING" and be sealed by tenderers.

The Stewards of the Shanghai Race Club do not bind themselves to accept the lowest or any tender.

By Order of the Stewards,
A. W. OLSEN,
Secretary, Shanghai Race Club.
25593

NOTICE

S.S. "OLEN" FROM SEATTLE

An examination of broken and ship-damaged cargo will be held at the China Merchant's Lower Wharf on Monday, 6th instant, at 9 a.m. when the Marine Surveyors, Messrs. Paulsen and Bayes-Davy will be in attendance.

THE ADMIRAL LINE,
Agents.
25680

Manufacture and Importer

having representatives in all states of Australia, is desirous of handling Chinese manufactures. Apply (correspondence English) to:
MERRIMAN, 50 Market Street,
MELBOURNE, AUSTRALIA.

LADY DENTIST

Miss A. Gauhman
20 Nanking Road
Tel. 1916
Time: 9-12 and 2-6

LOST

Twenty Share Scripts, for one share each, Nos. 16140-59 inclusive, of the China Merchants S. N. Co., Chen Tsi Wo Insurance Office, (仁濟和保險股票) in favour of the undersigned; also one Interest Book, were lost on July 31, 1919 around the Li-Lu Railway Station.

In addition to the cancellation of same at the Head Office of the aforesaid Company through the advice of the Changsha authorities, I hereby request the public not to negotiate or accept them.

KOH YIN WO DONG.
郭殷和堂啟
Shanghai, October 2, 1919.
25673

Dr. James Yuking's

Office for Venereal Diseases
is now removed to
73 NANKING ROAD.
Hours: 10 a.m. to 5 p.m. daily and by appointment.
Special consideration to men in uniform.

A PICTURE

Over 1,000 years old, Tong period (唐), value $100,000. The only one in existence. For inspection, etc., please apply to Sze Yuen Ming, 12 Bubbling Well Road.
25264

Dr. med. F. T. Kiang

Physician and Surgeon

(Formerly Assistant at the Surgical University Clinic of Berlin)
Specialist in Veneral diseases.
Office. 85 Szechuen Road.
Consultation Hours: 2-4 p.m.
Telephone: No. C. 3844.

WO MEI & Co.

Butchery and Ships' Compradore

Best Fresh Beef, Ham and Bacon, and all Kinds of Mixed Sausages.

Prices Moderate

63 North Szechuen Road
SHANGHAI
Tel. No. 2294
25586

Dr. R. Holper, M.D.

Specialist in Venereal, Skin and Internal Diseases, has removed his office to 85 Szechuen Road, corner Nanking Road.

OFFICE HOURS:
11 - 1 and 4 - 6

Tel. North 1316

CHINESE GOVERNMENT RAILWAYS

Tenders for the supply of S. A. Forms.

Tenders are invited for the supply of the annual requirements of certain forms for station use. A schedule of the forms in question, giving full particulars of the quantities, sizes and qualities of paper required, can be obtained on application to the undersigned.

2. It is to be clearly understood that the quantities to be supplied as mentioned in the schedule are only estimated quantities. The actual requirements may vary from the estimates. Quantities largely in excess of specified requirements may unexpectedly be found necessary, and must be supplied during the term of the contract at the rates given in the accepted tender or tenders.

3. The prices of all forms must be quoted in dollar currency as accepted locally.

4. Each contract will be in force for a period of 1 year commencing from the 1st December, 1919.

5. Sealed tenders marked "Tenders for S.A. Forms" must be sent to the undersigned not later than 3 p.m. on the 6th October, 1919, at which time all tenders received will be opened.

6. The Chinese Government Railways do not bind themselves to accept the lowest or any tender. They also reserve the right to accept any tender in part only.

7. A deposit to safeguard the faithful execution of the terms of the contract will be required before an order is placed with the successful tenderer or tenderers. The amount will be determined at the time of placing a contract. The deposit will not exceed 10% of the total estimated value of the forms to be supplied by the Contractor.

8. The working proofs of the forms must be submitted to the person authorized to deal with them, and be approved by him before they are struck off.

9. No modifications in the size or quality of paper specified for each form or in the style of type used in the specimen copies, must be made, except with the consent of the proper authority, previously obtained in writing. Forms supplied in contravention of this proviso will be rejected at the expense of the Contractor.

10. All supplies must be delivered in equal half-yearly instalments to each Railway concerned, before the 15th December, 1919, and 15th June, 1920 respectively. Supplies must be packed and sent to each Railway concerned direct by the Contractor.

11. It is to be understood that the sending in of a tender is to be construed as an acceptance of all the above stipulations.

H. MIDDLETON,
Chief Accountant,
Shanghai-Nanking Railway.
25359

TAKE ADVANTAGE OF THE HIGH EXCHANGE

Carry a Gold Dollar Account

WITH

AMERICAN EXPRESS COMPANY

No. 8 Kiukiang Road

The Shanghai Chemical Laboratory

No. 20 Nanking Road
3rd Floor

NOTIFICATION

NOTICE is hereby given that the censorship has now ceased in the Kingdom of Italy: private code addresses can also be used.

Consul General for Italy.
G. DE ROSSI,
Shanghai, 3rd October, 1919.
25665

Consulado Geral de Portugal em Shanghai

No dia 5 de Outubro, Anniversario da Proclamacao da Republica Portuguesa, O Consul Geral tera muito prazer em receber a Colonia Portuguesa, no Consulado Geral, das 4. as 6 horas da tarde.

JORGE R. DE OLIVEIRA,
Consul Geral.
25697

Prof. J. K. Seto

Turkish Bath and Massage Establishment
25 N. Szechuen Road, Shanghai.
Tel. North 2768

Dr. S. S. SHPILBERG

Physician and Surgeon

Consulting hours: 11-1 and 4-6
Phone, North 2035

36 Quinsan Road.
24927

Carpets and Rugs FOR SALE

AT

REASONABLE PRICES

HWA VENG CARPET FACTORY

F94 Bubbling Well Road,
Opposite Race Course.
24236

NOTICE

On and after Monday, 6th of October, our offices will be situated

No. 17 THE BUND
(North China Daily News Building, 2nd floor)
ZYLSTRA & CO., TRADING COMPANY.
25659

CHEAP! CHEAP! CHEAP!
DOGS and HORSES FOR SALE.
LOVE LANE
Bubbling Well Road.
25654

NOTICE

Dr. R. I. Clapp wishes to announce that he has removed his consulting rooms from 25 Whangpoo Road to 4 Edward Ezra Building. Telephone C. 975.
25587

The Shanghai Land Investment Company, Limited

Issue of Tls. 250,000 6% Debentures of April 1, 1900

NOTICE is hereby given to the holders of 6% Debentures of the Company, of the issue of Tls. 250,000 made by the Company on the 1st day of April, 1900, that such Debentures will be redeemed, according to the tenour thereof, on the 1st day of April, 1920, that no interest will be paid after that date, and that the amount of each Debenture will be paid to the registered holder thereof, by the Hongkong & Shanghai Banking Corporation at Shanghai at par, and at Hongkong, Yokohama and London, at the Banks' buying rate for sight drafts on Shanghai, on delivery up of the Debentures properly endorsed.

By Order of the Directors,
GIBB, LIVINGSTON & CO.,
Agents.
Shanghai, October 1, 1919.
25636

HONMA HOSPITAL

No. 8a Miller Road. Tel. N. 2961

DR. K. HONMA
(former Assistant at the Imperial University at Fukuoka.)
Women's Diseases
Confinements, Surgery
X-Ray and Diathermy
Examination with Uretroscope
Skin Diseases
Massage Treatment

NOTICE TO EXPORTERS

We beg to inform Exporters of China Egg Products that we are manufacturing and selling all kinds of LIQUID, DRIED AND SPRAYED WHOLE EGG, YOLK AND ALBUMEN.

Our goods are manufactured by the most up-to-date process; our machines are the newest imported from America, and our outputs are supervised by the best EXPERTS.

Any inquiry will have our immediate attention.

Address: 8b Kiangse Road, and Q489 Tientsin Road, Shanghai.

Telephone: Central Nos. 2385 and 4008.

H. C. WANG
General Manager: Tung Hsin Ziang Egg Factories, Hung Yue Chong Egg Factory, Hsin Chong.

Tel., Central 2036

Dr. FRED M. GENSBURGER

Eye-Sight Specialist

Consulting Hours
10 to 12 a.m. 2 to 5 p.m.
and by appointment

38, Nanking Road
1st Floor

LA PERLA DEL ORIENTE

Genuine Manila Cigars

...es of 25

...es of 25

...es of 25

...IPINA

...ghai.

MISSIONARY MEETING IS HELD AT SOOCHOW

Interesting Program Is Given And Suggestive Paper Is Read By T. C. Chao

(*China Press Correspondence*)

Soochow, October 2.—The regular monthly meeting of the Soochow Missionary Association was held this afternoon at the home of Mr. W. W. Brockman. After a pleasant social hour with delicious refreshments, the meeting was called together and following the devotional services conducted by Mr. McNulty, the president for the year, the paper of the day was delivered by Mr. T. C. Chao. The following is an outline of Mr. Chao's most suggestive paper, which discussed "The Problem of Securing College Graduates for the Christian Ministry."

1.—The Present Opportunity before the Church.
a. The changing of the Chinese mind, welcoming new ideas; the higher classes are waking up.
b. The cry for power to save China from poverty, weakness, and corruption.
c. The present movement for social reconstruction to which the Church can relate itself and of which it can become a leader.

2.—The present dangers.
(1) External.
a. The attack on religion as one of the old institutions to be done away with.
b. The spread of scientific knowledge—the demand for a scientific treatment of faith.
(2) Internal.
a. No adequate expression of the reasonableness of our faith.
b. No educated ministers to lead the intellectual element of the Church.
c. The Church not a living part of the Chinese Society, because the Church members are unable to take part in the social work. Lack of proper guidance in the Church.

3.—Difficulties in securing College graduates for the ministry.
(1) Difficulties ecclesiastical in nature.
a. The present clerical constituency prevents college men from entering the ministry. Many of the present preachers are men who lack character; who lack education and are still under the bondage of superstition; they have a desire to boss even those who are their superiors, claiming their experience as superior to learning.
(2) Difficulties social in nature.
a. Family solidarity in both Christian and non-Christian families.
(a) Parents forbid their children to become ministers.
(b) Even Christian parents forbid their children to become ministers.
(c) Even preachers prevent their children from becoming ministers.
b. Children, seeing the distress of their parents, are unwilling to become preachers and follow in the steps of their fathers as ministers.
c. Society does not respect preachers.
d. The question of matrimony often offers grave difficulties.
(3) Difficulties financial in nature.
a. Parental debts and dependent relatives.
b. Necessity of helping educate brothers and sisters.
c. Inability to maintain a respectable home and secure cultural influences too. In this connection the following moderate budget for a man, his wife, two children and two servants, is given:

	Per month.
Food for six	$20
Milk	5
Lights, etc.	2
Culture, books, magazines, etc.	5
Medicines	2
Social obligations entertainment and presents	5
Clothing and shoes	8
Servants	4
Travel	4
Contributions	6
Total (per month)	$61

And this does not include rent, life insurance, care of relatives, education of children, vacation, amusements, or debts.
d. Inability to meet social obligations.
e. Fear of incurring debts.
(4) Difficulties intellectual in nature.
a. The idea that the ministry can be a sort of avocation.
b. No desire to be the exponents of superstition.
c. No adequate provision for theological training. No provision either financially or intellectually.
d. Not willing to become ministers without training abroad.
(5) Difficulties spiritual in nature.
a. Shallow religious training.
b. Lack of vital religious experience—Is it possible to have vital experience with so many besetting difficulties?
c. Lack of constant and adequate appeals to students to become ministers.

4.—How to secure College graduates for the Ministry.
a. By deepening the spiritual life.
b. By relating the ministry to the democratic movement within the country and in the world. The patriotic appeal.
c. Higher education and how to provide it.
d. Reconsider the relation between the new type of preachers and the old type.
e. Reform the ministerial economy or the idea of sacrifice must be changed.—What is economy?
f. To start a campaign for the ministry and a definite movement to reach the higher classes—Definite work both social and religious for the educated ministry.

The following is the program for the remainder of the year:—

November 6.—Chinese Marriage Customs.
Mrs. M. T. Price.
Rev. H. A. McNulty.

December 4.—Problems of Aiding Chinese Students.
Mr. R. M. White.
Miss Lanneau.
Miss Bagby.

January 1.—To be filled.
Rev. F. H. Throop.

February 5.—Boats and Boatmen.
Rev. P. C. Du Bose.
Dr. W. H. Park.

March 4.—Chinese Signs and Symbols.
Rev. P. W. Harmlett.
Miss Stallings.
Miss Booker.

April 1.—Famous Men of Soochow.
Rev. Joseph Whiteside.
Dr. M. P. Young.

May 6.—Musicale.
Rev. W. P. Roberts.
Laura Haygood Memorial.

June 3.—Fasts Kept by Chinese Women.
Mrs. W. H. Park.
Mr. N. Gist Gee.

JAPANESE WARSHIPS IN NEW VLADIVOSTOK MOVE

(*From Our Own Correspondent*)

Peking, September, 30.—The government was in receipt of a telegraphic report from Tuchun Pao Kwei-ching of Kirin yesterday, stating that some Japanese warships are anchoring at Miaochich with a view to cutting off the Chinese cruisers, now stationed at Vladivostok, from supplies of foodstuffs and fuel. According to the treaty entered into between China and Russia at Vladivostok, no men-of-war except Chinese and Russian, were to be allowed to cast anchor at Miaochich. Thus the present action of the Japanese is decidedly a violation of the above mentioned treaty and the Government is requested to take up the matter with the Japanese Minister at Peking. It is hoped that the latter will see that the Japanese warships leave Miaochich.

Another report was received at the same time from Mr. Liu Chingjen at Vladivostok, stating that some Japanese and Russian warships are surveying the vicinity of Miaochich with a view to blockading our warships and cutting off their supplies. Mr. Yiu added that the Allied Consuls and foreigners in Vladivostok resented such action on the part of the Japanese and so he requested the Government to take immediate action to relieve the situation.

Sailed from Shanghai

For San Francisco		
Silver Shell	Sep.	9
Venezuela	Sep.	14
China	Sep.	14
West Conab	Sep.	14
Tacoma	Sep.	23
West Vaca	Oct.	1
For Tacoma		
Javary	Sep.	29
Justin	Sep.	30
For Seattle		
Africa Maru	Sep.	1
West Henshaw	Sep.	8
Western Knight	Sep.	14
Eldridge	Sep.	16
Edmore	Sep.	23
For Port Townsend, U.S.A.		
L. W. Ostrander	Sep.	6
For Vancouver		
Methven	Sep.	12
Melville Dollar	Sep.	16
Harold Dollar	Sep.	21
For New York		
Sagaporack	Sep.	12
Teenkai	Sep.	12
For London, etc.		
Kamo Maru	Sep.	1
Ajax	Sep.	4
Nagoya	Sep.	7
Altai Maru	Sep.	10
Aikoku Maru	Sep.	12
Iyo Maru	Sep.	15
Elpenor	Sep.	18
Glenliffer	Sep.	19
Alaska Maru	Sep.	21
Atsuta Maru	Sep.	30
For Liverpool		
Antilochus	Sep.	11
Orestes	Sep.	18
For Genoa		
Caroline Maru	Sep.	15
For Marseilles		
Kibi Maru	Sep.	13
Karachi Maru	Sep.	24
Porthos	Sep.	29
For Trieste		
Gablonz	Sep.	14
For Bombay		
Dilwara	Oct.	1
Dunera	Sep.	3
For Java		
Tjilatjap	Sep.	6
Tjitaroem	Sep.	18
For Batavia		
Oylerie	Sep.	14
For Calcutta		
Itola	Sep.	1
Japan	Sep.	28

Information For Mariners

SUNDAY, OCTOBER 5

High Water at Woosung Bar

(The evening tides are higher than the morning tides, they are about equal at 10 and 11 o'clock).

Approximate rise, at springs 4 1/4 h; at neaps, 5 h.
fall, at springs 8 1/4 h; at neaps, 7 1/2 h.

A.M. Time H M	A.M. Range Ft. In.	P.M. Time H M	P.M. Range Ft. In.
8 40	5 0	9 16	6 0

High Water at Tungsha Lightship

(The evening tides are higher than the morning tides).
Approximate rise, 5 1/2 h; approximate fall, 7 h.

A.M. H M	P.M. H M
7 7	7 47

Time of Moonrise, Moonset, Sunrise, Sunset

Moon Rises H M	Moon Sets H M	Sun Rises H M	Sun Sets H M	Daylight H M	Dark H M
2 40 p.m.	1 13 a.m.	5 57	5 39	5 12	6 24

Mean Barometric Pressure at Shanghai
For October 30.08 in.
764.1 mm.

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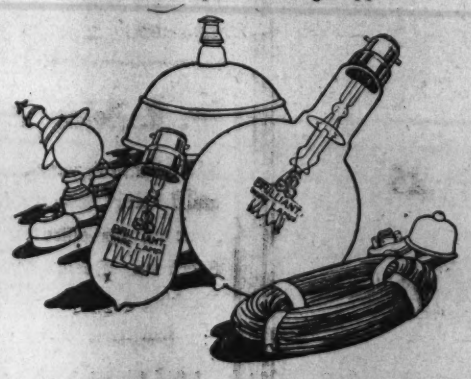
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How Pershing Secretly Sailed For Fance Told For First Time

He Went On The Baltic But Was Not On Board It When She Set Out, Thus Eluding German Spies And Submarines Reported To Be Waiting Outside For Him

By Nathan J. Shelton
(*New York World*)

Gen. John J. Pershing, accompanied by his staff, sailed from New York on the s.s. Baltic on May 28, 1917, to organise and lead to victory the greatest American Army ever raised.

But neither Gen. Pershing nor any member of his staff was on the Baltic when she left her pier that day and started on her voyage. His departure was surrounded by every barrier of secrecy it was possible to raise, because there were rumors that German submarines were lying in wait off our coast to prevent American officers and troops from reaching France.

The responsibility for providing the transportation and of attending to all matters pertaining to it rested upon the Depot Quartermaster at New York, who was at that time Col. (now Brig. Gen.) John M. Carson of the Quartermaster Corps. I was one of his assistants.

About the middle of May Gen. Pershing's Chief Quartermaster, Col. D. E. McCarthey, came to New York to arrange the preliminary details. It was decided as a measure of secrecy that neither Gen. Pershing's name nor the rank and organisation of any member of his staff should appear on any piece of freight or baggage; that the personal baggage of the members of the party should bear merely the name of the owner, and that all freight and baggage would be consigned to D. E. McCarthey, care of the General Superintendent, A. T. S., Pier 60, North River. Thereafter we spoke of the movement as the "McCarthey Party."

Secretly Boarded White Star Liner

That some of the plans for secrecy were miscarried or misunderstood or were unheeded was shown very shortly by a number of instances where they were wholly disregarded. Freight arrived at the pier with Gen. Pershing's name on it in bold letters. Officers' baggage with the rank and organisation of the owners stenciled on it was received at the pier.

On one occasion when I was at the pier I met a newspaper reporter I was acquainted with. He intimated he knew that the "Big Fellow"—that was the term he used—was going to sail before long. I do not know the extent of his knowledge. How much did the enemy know about the "McCarthey Party?"

On Sunday morning, May 27, Col. Carson and I inspected the Baltic with Mr. Jefferies and Mr. Farley of the White Star Line, and with their assistance assigned the "McCarthey Party" to staterooms. The Baltic sailed early in the afternoon of the next day. If there were any spies around expecting to see Gen. Pershing they must have felt sadly disappointed, because he was not there. The most important person I saw on the ship as we sailed down the river was a well-known moving picture actress. Upon reaching the Lower Bay the Baltic anchored. Then a small side-wheeled steamboat, after considerable maneuvering on account of the wind and the rough sea, was made fast alongside.

As this steamboat was one that made frequent trips up and down the bay there was nothing to excite curiosity in her being seen in that part of the harbor. Col. Carson was on the steamboat with the "McCarthey Party," which consisted of Gen. Pershing, his personal staff, military staff, clerks, stenographers, interpreters and others. There were about 216 in all. They had arrived in the city singly or in small groups in civilian dress to avoid notice, and had assembled at Governor's Island.

A gangplank was placed across the rail on the main deck of the steamboat to a port that had been opened on one of the lower decks of the Baltic. Passage over this bridge was difficult and dangerous, because there was not much head room and because the steamboat was tossing about a good deal. But the crossing was made without accident. Late in the afternoon the Baltic started on her way.

Troop Transportation Problem

At about the same time instructions were received to furnish Gen. Pershing with transportation overseas orders came from Washington to procure and make ready sufficient ships to transport about 14,000 troops and about 3,000 mules and horses to be aboard and the ships ready to sail not later than June 4. This was to be the first convoy.

The transport service at New York at the time the United States entered the war (April 6, 1917), was a very small branch of the Transportation Division of the Depot Quartermaster's Office. Major L. D. Cabell of the Quartermaster Corps was in charge of the division and I was his only assistant. The Transportation Division was divided into three main sections—the passenger branch, the freight branch and the water transportation branch. The water transportation branch was further subdivided into the harbor boat service and the transport service. The transport service consisted of two old steamships, the Kilpatrick, which was making a monthly trip between New York and the Panama Canal Zone, and the Buford, which was plying between New York and Iquiqui, Chili, bringing up nitre for the Ordnance Department. It had been in operation only since early in the summer of 1916. We had no permanent pier, and special arrangements for a pier had to be made for every trip of the two ships.

Without About Everything

Thus the beginning of the war found the transport service at New York with but three commissioned officers and with no personnel of any other kind. It was without an office, without ships, without docking facilities, without terminals, without warehouses or any other kind of storage space, without embarkation camps and without supplies.

As Depot Quartermaster Col. Carson was busily engaged in the urgencies of purchase and supply for a good sized slice of our army. As General Superintendent he was confronted with the problem of building up an organisation for the transport service and providing it with all the facilities required by a big steamship company. Up to the latter part of April the only facilities he had been able to secure were the Hoboken piers of the North German Lloyd Steamship Company and of the Hamburg-American Line.

What he needed at once was a trained personnel—experts in every line of the work—to assist him. But in those early days of the war such experts were not voluntarily giving up good positions with good salaries in civil life for the uncertainties offered by the Government, and there was no Draft Law or other authority to aid him.

Upon receipt of the telegram directing that the first convoy be made ready for sea on June 4, Col. Carson and Major Cabell immediately held a conference with representatives of a number of steamship lines operating out of New York. At this conference fourteen ships were selected for the convoy and a committee was formed which was composed of officials of the lines represented. With the view of placing all the ships on a uniform basis, the committee outlined plans for making the necessary alterations and installations. Major Cabell was placed at the head of this committee.

Operating Organisation

At the same time this conference was held action was also taken to get together an organisation as soon as possible to attend to the mass of detailed work involved in converting the fourteen merchant vessels into transports. A telegram was sent requesting the service of some officers experienced in army transport work who were then at San Francisco. Four of them reported in New York within a few days. The Transport Quartermaster, the master and the steward were taken from the Kilpatrick and assigned to shore duty. Request was made for some other officers, and two of them reported before the convoy sailed.

An operating organisation was then formed, with Major Cabell in charge. It was made up as follows: Capt. Walter H. Ruddell, assisted by Chief Clerk Frank H. Czieslik, was placed in charge of the administrative work; Major William P. Stinson, assisted by Capt. David A. O'Brien and Capt. W. T. Oliver (civilian), was given the direction of all dock operations; Major Richard R. McCabe, assisted by Capt. W. B. Baker, was placed in charge of repairs and installations; Capt. F. P. Jackson, assisted by Port Steward Arthur A. Flynn, was placed in charge of the steward's department; the procuring of all other supplies was given to Capt. De Witt W. Chamberlin. I was placed in charge of shipments of troops and freight on commercial liners, camps for supply companies, and the care of all animals while they were in port, and their loading abroad ship.

First Sailing Date Changed

Before anything further could be done the cargoes of the fourteen ships had to be discharged, the ships had to be inspected, and then detailed plans had to be drawn up showing what repairs and alterations were necessary to convert them into transports. As a number of them were at sea and would not arrive in port until after June 1, the sailing date of the convoy was changed from June 4 to June 9.

Some of the ships were in bad shape and required extensive overhauling. The alterations that had to be made to fit ten of them as troopships and four of them as animal transports consisted, among other things, in tearing out second and third class accommodations and putting in standees or building stalls and ramps; in providing additional cooking, messing, bathing and toilet facilities, and in building deck houses on some of the ships.

Before the ships could be put to sea, supplies had to be purchased, delivered, checked up and distributed, and the ships' personnel, both commissioned and civilian, had to be provided; the commissioned personnel had to be instructed in its duties, and the civilian personnel had to be investigated as to its loyalty; the ships had to be provided with fuel for the round voyage; the cargo and baggage had to be loaded; the troops had to be assigned to ships and embarked; the animals had to be loaded, and arrangements had to be made for the stevedoring.

As our time was limited, and we had a new and very small organisation to handle this work, everybody had to hustle. Besides this, there was a great deal about the work we had to learn as we went along.

While we were in the midst of these preparations labor troubles arose along the water front over bonuses and the rate of pay. Mr. Conner and Mr. Vaccarelli, President and Vice President, respectively, of the International Stevedore's Union of America, patriotically assisted Major Cabell in averting serious consequences.

Reserve officers were soon reporting for duty as Transport Quartermasters, and clerks were being employed to act as freight clerks on the transports. Neither the officers nor the clerks knew a thing about the care and messing of troops and the care of animals on board ship. Capt. Chamberlin was directed to open a school and give them a course of intensified instruction in their work. He sandwiched his schoolmaster work in between his duties of getting supplies for the convoy.

Navy Supplied The Guns

As the day set for the sailing of the convoy approached it was seen that more time was needed. The navy was supplying the guns and mounting them. Contrary to general belief, this was the only work the navy had in connection with preparing this particular convoy for sea. The army was attending to everything except the guns. But there had been a delay in getting some of the ships into port, and this had delayed the navy in its work.

Added difficulties presented themselves just before June 9 by the arrival in the port of troops with freight and baggage without advance notice having been received at the depot as to he size of the organisations or the number of pieces, weight and measurement of the freight and baggage. No one was able to find out how much of the general cargo could be taken because none knew or was able to find out what the troops were bringing with them. This resulted in cargo being put in a ship and then taken out, and sometimes put back again or put in another vessel, and caused much unnecessary work.

More Vexatious Delay

June 9 arrived. It was found that the animals could not possibly be loaded for several days, but attempt was to be made to embark the troops that night. The plan of embarkation was this: The troops were to be brought into Hoboken in time to embark at midnight and the ships were to sail at or before daylight the next morning.

Beginning that night and lasting until the transports sailed several days later, travel-weary soldiers had to stand in ranks on the piers for hours at a time before they could be put on board the ships. Stevedores with hand trucks or electric trucks with trailers were delayed in their work by having to seek narrow lanes between the ranks of troops. Auto trucks and horse-drawn trucks loaded with supplies got in everybody's way.

There was congestion and confusion on the piers. The slips between the piers were jammed with scows and lighters which puffing and fussy little tugboats shifted about with difficulty. On the ships themselves cargo was being loaded and workmen were trying to finish the repairs and alterations. Sentinels on the piers and armed soldiers in patrol boats were on the alert against possible injury to troops or damage to property by German sympathisers.

Weary Days And Nights

With the embarkation started, a voluminous lot of paper work automatically got under way. Of this the passenger lists were of the most importance, because if any of the ships were torpedoed it was to those passenger lists that the War Department would turn to learn the names of the missing. The utmost care had to be exercised that they were accurately made up.

To handle this mass of paper work Capt. Ruddell and Mr. Czieslik had brought to the piers that night a number of more or less green clerks. They used a waiting room on the upper deck of one of the piers as an office. For several days and nights they lived in this waiting room, working until tired out and then lying down in their clothes on a table or a bench to sleep for a while, and then getting up and going on with their work.

Down on the lower deck of the piers Col. Carson was in charge, with Major Cabell as his chief assistant. Major Stinson and Capt. O'Brien were directing the loading of the freight and the work of the stevedores. Their duties kept them on their feet for several days and nights, trotting around from one ship to another. Major McCabe was visiting in turn the engine rooms of the different vessels, overseeing the repairs to the machinery, and Capt. Baker was assisting him. Capt. Chamberlin and Capt. Jackson, with Port Steward Flynn, were similarly on the move, receiving and distributing the supplies and the commissaries, and Capt. Chamberlin was also instructing the transport quartermasters and freight clerks in their duties. Apparently some of the transport quartermasters and freight clerks had never even seen an oceangoing steamship until that night. But they were enthusiastic about their duties.

Everybody On The Jump

My work was the disposition of first and second class baggage and attending to various odds and ends. Many times that night and during the days that followed, on my rounds to the ships in performing these duties, I met all the officers I have named, and I saw and understood the magnitude of the task they were performing. It was the experience of all of them, on account of our not having a force of assistants trained and organised for the work, that the only way to be sure that a thing was done and done properly was to see to it personally.

Those piers are in the neighborhood of 1,000 feet in length and eighty feet in width. Mile after mile was added up in walking around them and in climbing over the ships. Nearly every step was interrupted by a request for assistance or information. The weather was hot. The piers were dusty. Time was limited. Figuratively speaking, those officers were "sweating blood." But there was a noticeable determination about them to make the movement a success in spite of seeming impossibilities and heart-breaking trials. The strain of those early days was too severe for one officer and he was for a while a physical wreck.

Our lack of embarkation camps and the unreadiness of the convoy to take care of the troops on the night of June 9 and during the next few days resulted in some of the troop trains being held in the classification yards of a railroad terminal in or near Hoboken. Several of them were sidetracked between a long train of stable manure on one side and a train load of phosphate on the other, with a big dump nearby where condemned vegetables and fruit had been sent by the health authorities. It was summer time. The troop trains were filled with sweating soldiers, who were tired out from their long journey from the Mexican border, lack of exercise and lack of baths. They were living on travel rations, and had been for a week or over. The fumes and the flies from the manure, the phosphate and the dump, coming in through the open windows, made their unsavory meals less savory. After The World had printed several stories about the situation of these soldiers, without disclosing their locality, troop trains were moved to a less obnoxious place.

The ten troop ships sailed on June 14. It was not until about June 19 that the four animal transports, carrying 2,823 mules and horses on board, sailed.

From the experience gained in embarking the first convoy it was seen that a comprehensive plan would have to be worked out for embarkations—a plan that would cover every detail and that would fit every kind of organisation. Such a plan was evolved. As soon as it was put into operation troops were checked aboard the transport almost immediately upon their arrival at the pier, from passenger lists they brought with them.

After that, when a military passenger stepped aboard a ship he knew, by looking at a card given to him at the foot of the gangplank, the section he was to go to, the number of his berth, the number of his lifeboat and his mess number, whether first or second sitting. It was then easy to tell in advance how long it would take to embark any given number of troops, and consequently the arrival of troops at the piers was spaced to avoid confusion. Another advantage of the scheme was that it permitted commanding officers of troops to hold "abandon ship" drills without a lot of perliminary work.

While the first troops we embarked were those of the first convoy, the first military organisations we started on their way overseas were base hospital units. We sent five of them over on commercial steamships during the month of May.

On one occasion a little band got up among the enlisted men played a patriotic song and the nurses sang as the ship backed out into the stream. On the pier there were relatives and friends of those who were sailing away. All the women were in tears, and some grew faint and had to be assisted. The practice of allowing visitors on the piers at such a time was prohibited shortly after this.

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Head office: Petrograd.
Paris office: 9 Rue Boudreau.
London office: 64 Old Broad Street, E.C. 2.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Paris: Societe Generale pour favoriser le Developpement du Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
Milan: Credito Italiano.

FAR EASTERN BRANCHES:

Bombay	Hankow	Nicolayewsk
Chanchun	Harbin	O/Amur
(Kwan-chendze)	Harbin Pristan	Peking
Chefoo	Hongkong	Yokohama
Dairen	Manchouli	Tientsin
Hailar	Newchwang	Shanghai
		Vladivostock

Branches and Agencies in Russia, Siberia and Mongolia.

SHANGHAI BRANCH

Interest allowed on Current Accounts and Fixed Deposits in Taels, and Dollars. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Deposit Boxes.

L. JEZIERSKI,
Manager for Asia.

The National

Banque Belge Pour L'Etranger

Societe Anonyme
Filiale de la Societe Generale de Belgique
(THE BELGIAN BANK)

Paid-Up Capital £2,000,000
Reserves £431,890

Head office: BRUSSELS
London: 2 Bishopsgate, E.C.2
Branches: Alexandria, Tantah, Cairo, Peking, Tientsin,
Agents:
New York: 31 Pine Street
Manchester: 31 Mosley Street

President:
JEAN JADOT
Gouverneur de la Societe Generale de Belgique

Bankers:
London: Martin's Bank, Ltd.
Brussels: Societe Generale de Belgique.
Antwerp: Banque d'Anvers.
Paris: Banque Nationale de Credit.
Lyons: Banque Nationale de Credit.
Marseilles: Banque Nationale de Credit.
New York: Guaranty Trust Co. of New York.

Interest allowed on Current Accounts in gold or local currency and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

M. DEMETS.
Manager.

Hongkong & Shanghai Banking Corporation

Savings Bank Office:
12 The Bund, and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

Commercial Bank of China

Head Office: SHANGHAI

Subscribed Capital Sh. Tls. 5,000,000
Paid-Up Capital Sh. Tls. 2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:
For 3 months at 3% per annum.
For 6 months at 4 % per annum.
For 12 months at 5% per annum
On deposits in Dollars according to arrangement.

H. G. MARSHALL,
Chief Manager.

中 華 匯 業 銀 行 Chung Foo Union Bank

(Established in 1917.)
Statutes approved by the Government in 1916.

Head Office: Tientsin

Subscribed Capital $2,000,000
Paid-Up Capital $1,020,000
Reserve Fund .....$ 20,000

Managing Director:
T. CLARENCE SUN
Deputy Managing Director:
NIEH CHI-WEI

Branches and Agencies in Domestic Cities and Foreign Countries:

Tientsin	Chinkiang	Ichang
Shanghai	Soochow	Changsha
Peking	Wusieh	Shasi
Hankow	Hangchow	Wuhu
Nanking	Ningpo	London
Yangchow	Shaoshing	New York
Hsuchow	Canton	San Francisco
Pengpu	Hongkong	Boston
Changchun	Changteh	Tokio
Antung	Chengchow	Kobe
Kiukiang	Tsinkiangpu	Osaka
	Yokohama	

And also other principal cities in foreign countries.

SHANGHAI BRANCH.
S. 441 Ningpo Road.
Tel. Central 1929 Managers' Office.
Tel. Central 2618 General Office.

Every description of Banking and Exchange business transacted. Interest allowed on Current Accounts and Fixed Deposits both in Taels and Dollars according to arrangement.

Credits granted on approved securities.

Y. R. SUN, Manager,
K. B. Kai, Sub-Manager.

International Banking Corporation

Head Office:
National City Bank Building
55 Wall Street, New York.

Capital and Surplus ....U.S. $6,500,000
Undivided Profits .U.S. $2,563,000.00

H. T. S. Green,
President & General Manager.
London Office:
36 Bishopsgate, E. C.
San Francisco Office:
232 Montgomery Street.

Far Eastern Branches
China: Shanghai, Peking Tientsin, Hankow, Hongkong, Canton.
Japan: Yokohama, Kobe.
Philippines: Manila, Cebu.
India: Rangoon Bombay, Calcutta.
Straits Settlements: Singapore.
Dutch East Indies: Batavia, Soerabaya.

West Indian and Central American Branches:
Republic of Panama: Panama, Colon.
Republic of Colombia: Medellin.
Dominican Republic: Santo Domingo, San Pedro de Macoris.
Santiago, Puerto Plata.

In addition to our own Branches, by reason of our close affiliation with. *The National City Bank of New York* we are able to offer the facilities of its branches at Bahai, Buenos Aires, Caracas, Genoa, Havana, Montevideo, Moscow, Petrograd, Rio, de Janeiro, San Juan, P. R., Santiago de Cuba, Santos, Sao Paulo Valparaiso, Vladivostock.

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts opened and Fixed Deposits taken on rates that may be ascertained on application to the Bank.

H. C. GULLAND, Manager.
1a, Kiukiang Road.

THE BANK OF CANTON, LIMITED.

Incorporated 1912.

Capital (fully paid) H.$2,000,000.00
Reserve Fund ..... H.$ 400,000.00
Investment reserve fund ..... H.$ 40,000.00

Head Office
No. 6 Des Voeux Road, Hongkong.

Shanghai Office
No. 2 Ningpo Road

BRANCHES AND AGENCIES

Canton	Bangkok	San Francisco
Batavia	Bombay	Colombo
New York	Manila	Samarang
London	Singapore	Calcutta
Honolulu	Rangoon	Yokohama
Sourabaya	Canada, etc.	

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

C. C. WONG,
Act. Manager.

BANK OF COMMUNICATIONS

Specially authorised by Presidental Mandates of April 7th, 1914, and October 31st, 1915.

Capital: Kuping Taels 10,000,000

HEAD OFFICE: PEKING
Over 60 Branches and Agencies at principal cities and commercial centers in China.
Agencies abroad: Singapore, Hongkong, Tokyo (Japan).

SHANGHAI BRANCH
35 Szechuen Road.
Interest allowed on both Current and Fixed Deposit Accounts; Credit granted to approved securities, and every description of Banking and Exchange business transacted.
H. TAO, Manager,
Y. M. CHIEN, Sub-Manager.

Yokohama Specie Bank, Limited

(Established 1880.)

Head Office: Yokohama Japan.

	Yen
Capital Fully paid-up..	48,000,000
Reserve Fund	28,000,000

London Bankers:
The London County and Westminster and Parr's Bank, Ltd.
The National Provincial and Union Bank of England, Ltd.
The London Joint Stock Bank, Ltd.

Branches and Agencies

Batavia	Los Angeles	S. Francisco
Bombay	London	Seattle
Buenos Ayres	Lyons	Shanghai
Calcutta	Manila	Shimonoseki
Changchun	Mukden	Singapore
Dalny	Nagasaki	Sourabaya
Hankow	Newchwang	Sydney
Harbin	New York	Tientsin
Hongkong	Osaka	Tokio
Honolulu	Peking	Tsinanfu
Kaiyuen	Rangoon	Tsingtau
Kobe	Rio de Janeiro	Vladivostock

SHANGHAI BRANCH
Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.

Drafts granted on principal places in Japan, Korea, Formosa, China and the chief commercial places in Europe, India and America.

Every description of Banking and Exchange Business transacted.

K. KODAMA, Manager.

Nederlandsche Handel Maatschappij

(Netherlands Trading Society.)

Established 1824.

Paid-up-Capital—
Guilders 80,000,000 (about £6,666,666)
Reserve Funds—
Guilders 14,590,545 (about £1,215,879)
Special Reserves—
Guilders 17,000,000 (about £1,416,666)

Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM.

Branches:

Bandjermasin	Medan	Singapore
Bandoeng	Padang	Sderabaya
Cheribon	Palembang	Soerakarta
Djember	Pekalongan	Tebing-Tinggi
Djokjakarta	Penang	Tegal
Hongkong	Pontianak	Telok-Beton
Kota-Radja	Rangoon	Tjilatjap
Langsa	Semarang	Weltevreden
Makassar		

London Bankers:
National Provincial and Union Bank of England, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

Shanghai Interest Allowed on current tael accounts and fixed deposits, according to arrangement.

B. G. J. WYNBERG.

The Chekiang Industrial Bank, Ltd.

Established 1908.

Capital $1,000,000
Reserve Fund $50,000

Head Office, Branches and Agencies. Hangchow, Shanghai, Haimon, Lanchi.
Agencies at the principal Cities throughout China.
Foreign Agencies:—London, New York, Tokio, Yokohama, Osaka, Kobe, Hakodata, Seoul and Fusan.

SHANGHAI BRANCH
U 39 Peking Road.
Tel. No. C. 3145, Manager's Office.
Tel. No. C. 2147, General Office.
Every description of Banking and Exchange Business transacted.
Interest allowed on Current and Fixed Deposits in Taels, Dollars, Sterlings, Gold Dollars and Yen according to arrangements.
Credits granted on approved securities.
Safe Deposit Boxes for rent on application.
SAVINGS DEPARTMENT
4% Compound Interest allowed on Savings Current Deposits.
Interest allowed on Savings Fixed Deposits according to arrangements.
Cheque-books or Savings Pass-books at Depositor's disposal.
Li Ming, *Manager.*
Chen Sin Tseng, *Sub-manager.*
Zai Moh Zung, *Sub-manager.*

The Mercantile Bank of India, Ltd.

Subscribed Capital £1,500,000
Paid up Capital 750,000
Reserve Fund 700,000

Head Office, 15 Gracechurch Street, London, E. C.

London Bankers:
London Joint City and Midland Bank, Ltd.

Branches & Agencies.

Bombay	Howrah	Madras
Calcutta	Handy	Penang
Colombo	Karachi	Port Louis
Delhi	Kota Bahru	(Mauritius)
Galle	(Kelantan)	Rangoon
Hongkong	Kuala Lumpur	Shanghai
	Singapore	

Shanghai Branch.
EVERY description of Banking and Exchange business transacted. Interest allowed on Tael Current Accounts at 2 % per annum and an Fixed Deposits at rates which may be ascertained on application.

C. T. HEATH Manager
26 The Bund.

Resources: Pesos 248,000,000

Philippine National Bank

No. 1 The Bund, Shanghai

Telephone: Central 2741

Head Office: MANILA

BRANCHES:
37 Broadway, New York, and throughout the Philippines.

Correspondents at principal cities in the Orient, United States and Europe.

CHECKING AND SAVING ACCOUNTS: FIXED DEPOSIT
Exchange Bought and Sold
Commercial and Travellers' Letters of Credit
Travellers' Checks

Banque Industrielle de Chine

Capital ..... Francs 75,000,000
one-third of the Capital, i. e., Frs. 25,000,000, subscribed by
THE GOVERNMENT OF THE CHINESE REPUBLIC
Statutes approved by the Government of the Chinese Republic on January 11, 1913.

President, Andre Berthellot.
General Manager, A. J. Pernotte.

Head Office
74, Rue St. Lazare, Paris.
Branches in Marseille, Vladivostock, Peking, Tientsin, Shanghai, Hongkong, Canton, Foochow, Saigon, Haiphong and Yunanfou

BANKERS:
In France: Societe Generalle pour Favoriser le Development du Commerce & de l'Industrie en France.
In London: London County and Westminster and Parr's Bank Ltd.
London City & Midland Bank Ltd.
In New-York: Redmond & Co.
In Italy: Banca Commerciale Italiana
Credito Italiano

Taels, Dollars, Gold Accounts
Interest allowed on Current Accounts in Gold or Local Currency and fixed deposits on application.

Every description of Banking and Exchange business transacted.

Savings accounts in Gold and Local Currency.

G. LION, Manager.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital .. $60,000,000.00
Paid-Up Capital $12,279,800.00
Reserve Fund $1,298,552.60
Special Reserve Fund $1,898,933.68

Head Office: Peking.
Branches and Agencies:

Peking	Taiyuan	Shanghai
Tientsin	Kaifong	Hankow
Changchun	Wuhu	Ichang
Antung	Anking	Changsha
Dalny	Hangchow	Nanchang
Moukden	Ningpo	Kiuklang
Newchwang	Nanking	Foochow
Harbin	Chinkiang	Amoy
Kirin	Hsuchow	Canton
Tsinan	Soochow	Hongkong
Chefoo	Wusieh	Swatow
Tsingtau	Yangchow	Chungking

SHANGHAI BRANCH.
3 Hankow Road.

Loans granted on approved Securities. Local Bills discounted. Interest allowed on Current Accounts and Fixed Deposits in Taels or Dollars according to arrangement.

Sung Han-chang,
Manager.

Shanghai, 15th February, 1919.

ASIA BANKING CORPORATION

An American Bank

Head Office—New York City
Head Office for the Far East, Shanghai
Corner Kiukiang and Kiangse Roads.

OTHER BRANCH OFFICES
Canton-Changsha-Hankow-Hongkong
Manila-Peking-Tientsin

The Asia Banking Corporation offers an American Banking Service and respectfully solicits your patronage. It is organised especially for the purpose of fostering and developing trade between the Orient and the United States. The entire service, information and TIME of our bank, its staff and correspondents are at the disposal of our clients and their friends.

Interest allowed on current, fixed and saving accounts carried in Tals, Mexican Dollars, U.S. Gold, Sterling and Francs.

Foreign or local drafts purchased at best rates, or entered for collection.

Imports and exports financed.

Commercial credits established.

Drafts sold on, and telegraphic payments effected in, any part of the World.

PARK-UNION

FOREIGN BANKING CORPORATION

HEAD OFFICE: 56 Wall Street, New York
Fully Paid Capital and Surplus $2,250,000

Owned and controlled by

The National Park Bank New York — Union Bank of Canada

We beg to announce the opening of a Branch in Shanghai in temporary quarters at

No. 1 KIUKIANG ROAD

BRANCHES
SAN FRANCISCO — SEATTLE
PARIS — YOKOHAMA

DIRECTORS

Richard Delafield	H. B. Shaw
Stuyvesant Fish	R. O. McCulloch
Gilbert G. Thorne	Stanley E. Elkin
Cornelius Vanderbilt	Stephen Haas
R. H. Williams	F. E. Kenaston
E. C. Hoyt	W. J. Dawson
A. P. Villa	F. L. Appleby
Sir Wm. Price	T. Fred Aspden

Charles A. Holder

MEN OF WAR IN PORT

Section	Date	From	Name	Flag and Rating
WTW			Snipe	Br. gun-boat
W.T.W.			Nightingale	Br. gun-boat
M.M.B.	Aug. 18		Wilmington	Am. gun-boat
O.D.W.	Sep. 10		Woodcock	Br. gun-boat
K.N.D.	Sep. 10		Sumida	Jap. gun-boat
Y.T.P.D.W.	Sep. 16		Cadmus	Br. gun-boat
BVIII	Sep. 24		Suma	Jap. gun-boat
B.N.B.	Sep. 29		Bee	Br. gun-boat
S P.	Oct. 2		Matsukaze	Jap. destroyer

Financial And Commercial News

Exchange and Bullion

Shanghai, October 4, 1919.

Money And Bullion

Sovereigns: buying rate,
@ 6/3=Tls. 3.2000
@ exch. 74.3=Mex. $4.3069
Gold Dollars: Bank buying rate,
@ 132¼=Tls. 75.61
@ exch. 74.3=Mex. $101.76
Mex. Dollars: Market Rate: 74.1
S'hai Gold Bars: 978 touch Tls. 180
Copper Cash ... per tael 184.000
Native Interest ..... Tls. 11

Latest London Quotations

Bar Silver ..... 63d.
Bank Rate of Discount 5%
Ex., Paris on London ...Fr. 33.52
Ex., New York on London T.T. G. $4.19¼

Exchange Closing Quotations

London ..... T.T. 6/3
London ..... Demand 6/3¼
India ..... T.T. 300
Paris ..... T.T. 1062
Paris ..... Demand 1065
New York ..... T.T. 132
New York ..... Demand 132¼
Hongkong ..... T.T. 67
Japan ..... T.T. 38¾
Batavia ..... T.T. 334½
Singapore ..... T.T. 37¾

Banks Buying Rates

London ..... Demand 6/4
London Nom. 4 m/s. Cdts. 6/6
London Nom. 4 m/s. Docy. 6/6¼
London Nom. 6 m/s. Cdts. 6/6¾
London Nom. 6 m/s. Docy. 6/7
Paris ..... Nom. 4 m/s. 1172
New York ... o/d. Docy. 133½
New York ..... 4 m/s. 140¼

ROUBLES EXCHANGE

Today's Bank Buying Rate For Roubles

Roubles 7,700 ..... =Tls. 100
Roubles 100 ..... =Mex. $1.20

CUSTOM HOUSE EXCHANGE RATES FOR OCTOBER

Hk. Tls.	2.86	@	6/3¼	£1
,,	1	@	1065	Fr. 11.86
,,	0.68	@	131¼	Gold $1
,,	1	@	38¾	Yen 2.87
,,	1	@	15	Rupees 5.24
,,	1	@	1.50	Mex. $1.50
,,	1	@	—	Roubles —

The China Mutual Life Insurance Co., Ltd.

Parents should take advantage of the present high rate of exchange to provide for the future education of their children.

Write to us for particulars of our Special Policies, at

10 Canton Road, Shanghai.

ASTOR HOUSE HOTEL
TIENTSIN

Cable Address
ASTOR

The leading Hotel in Tientsin. Delightfully situated, facing Victoria Park, and located in the Centre of the Town's Life and Business.

Spacious and Luxurious Dining and Reception Rooms.

Fifty Bedrooms with private Baths and Toilets.

First Class Cuisine and Selected Cellar, under Foreign supervision.

Central Heating, Electric Light, Modern Sanitary Arrangements.

Hotel Motor-Omnibus and Porters meet all Trains and Boats.

THE MANAGEMENT.

Stock Exchange Transactions

Shanghai, October 4, 1919.

Official

Shanghai Cotton Tls. 260.00 Dec.
Tls. 257.50 December
Y'poo Cotton Tls. 13.90 Dec.
Kungyik Cotton Tls. 35.50 Dec.
S. & H. Wharf Tls. 130.00 Dec.

Unofficial

Chinese Eng. & Mining "B" Tls. 12.75
Ewo Cotton "Ord." Tls. 400.00 December
Kungyik Cotton Tls. 35.00 Tls. 35.50 December
Langkats Tls. 19.50 C. N. I.
Y'poo Cotton (Ord.) Tls. 18.75 Tls. 18.85 December

Shanghai Produce & Stock Exchange Transactions

Shanghai, October 4, 1919.

Shanghai P. & S. Exchange
Tls. 28.90 October
Tls. 29.70 November
Tls. 30.70 December
Japan-China S. & W. Co.
Tls. 35.80 November

Local Yarn

Water Moon 16's
Tls. 232.00 November
Water Moon 16/20's
Tls. 238.50 January
Phoenix and Wedding Tls. 220.00 October
Tls. 219.50 November
Local Yarn for Standard
Tls. 225.30 November
Tls. 225.50 Decemebr

Cotton Market

Messrs. A. B. Rosenfeld and Son write as follows in their report dated October 3:

China Cotton.—During the past week the speculative bull movement, to which we alluded in our previous reports has collapsed, resulting in a weak and unsettled market, with a succession of moderate breaks, which carried prices to a materially lower level. As is usual under such conditions, the bullish enthusiasm which prevailed only a short time ago has to great extent subsided, and the majority of speculators are probably more disposed than heretofore to view the market from both sides.

In looking broadly at the events of the week, it would seem that the decline was brought about by the realisation on the part of the speculators that the basic conditions which alone could justify a permanently higher level of prices are lacking, and those who believed these conditions to exist and others who expected them to develop were disappointed alike, and the liquidation of longs acquired on the above theory has probably been the chief factor in the decline.

With no signs for the present that manufacturers' hands can be forced this early in the season, we can see nothing on which to base a belief in higher prices, and without feeling excessively bearish as to the immediate future, we think the policy most likely to result in moderate profits is to sell cotton on any slight upward reaction.

In their report for week ending October 4, Messrs. J. Spunt and Co. write as follows:

China Cotton.—The Cotton market during the past week assumed more or less a dullish aspect, there having transpired but very little business in spots with hardly any demand emanating from the local mills. This situation encouraged the bearish element in essaying its usual tactics, but owing to the influence of the rise in Mid-Americans, Indians and Sampin their efforts proved unsuccessful, in that whatever little business for future deliveries was contracted, such was done at rates about five mace higher than those recorded during the previous week.

To attempt to predict at this stage the immediate future trend of the market would be futile as very much depends on the strength of the farmers' financial status which is so difficult to ascertain, and which will determine the extent of their withholding powers until such time as the ruling prices meet their expectations, and in the meantime the tone of the market at the close is, quiet.

PARIS EXCHANGE

(French Wireless To Reuter)

Paris, October 3.—(Via Lyons and Koukaza).—Paris exchange:

French War Loans:
3 percent 61.20
4 percent 1917 ... 71.25
4 percent 1918 ... 70.90
5 percent 90.30

FRENCH MARKET

(French Wireless To Reuter)

Paris, October 3.—(Via Lyons and Koukaza).—Market quotations:

Marseilles, October 3:
Japanese green peas .. 150
Potato Starch 145
Havre, October 2:
Cotton, 1st quality ... 370
,, 2nd quality .. 326
,, 3rd quality .. 357.50
Lyons, October 3:
Raw silk, Cevennes ... 185
,, Italy 192
,, Syria 150
,, Japan 198
,, China 210
,, Canton 150

Amusements

NEW HELEN THEATRE
Haining Road

SUNDAY MATINEE
"THE TIGER'S TRAIL"
7th and 8th Episodes

NEW PROGRAMME FOR Monday, October 6.
"THE TIGER'S TRAIL"
9th and 10th Episodes
Four Reels, crammed with sensational, thrilling and surprising incidents.

ISIS THEATRE

Sunday Matinee and Evening
"THE LAMB"
6 Parts.

MONDAY PROGRAMME
Vitagraph Super-Feature
"NINETY-NINE"
Five Parts
Starring the celebrated actress LUCILLE LEE STEWART.
A highly interesting and entertaining picture, full of action.
Splendid photography and scenery. Reward earned by a lady for reforming a man from habitual drinking, caused through the infidelity and treachery of a beautiful woman; the reformed man with the assistance of the lady saves a town from destruction by a big forest fire.

ALSO SHOWING
Three reels of the funniest Chaplin Comedies.
"NOTHING BUT TROUBLE"
One Part
"CHARLIE'S NIGHT OUT"
2 Parts
Stalls, 30 Cents; Circle, 40 Cents, Box Seat, 50 Cents.

Rubber Prices

Messrs. Hugo Reiss and Co. have received the following telegram from Messrs. Barker and Co., Ld., London dated the 1st instant.

Average spot prices standard quality ribbed smoked sheet 2/2½.

Average spot price standard quality first crepe 2/2¼.

Ex warehouse Singapore) 2/1¾, 2/1½, market steady but quiet.

Share Market

Messrs. J. P. Bisset and Co. write as follows in their report dated October 2:

The local share market has shown less activity during the past week. Rubbers are practically neglected owing to the combination of the continued rise in sterling exchange and the decreased selling price of the raw material. Cottons remain firm. Docks are steady and Wharves have slightly advanced.

Amusements

Olympic Theatre

Showing
ON OCTOBER 5th and 6th
MARGUERITE CLARK
IN
"MICE
AND
MEN"
FIVE PARTS

ON FRIDAY, 10th
"THAIS"
WITH
MARY GARDEN

Silk Market

Messrs. William Little and Co. write as follows in their report dated October 3:

White Silk.—The decline in franc rate enabled some transactions to be put through at current prices but the advance in rates again, has stopped further business. The strikes in America and Great Britain are also responsible for a general cautious policy.

Tsatlee Filatures.—Gold Scale, 1, 2, 3, Tls. 697½ ex. Grasshopper A. B. Tls. 685 ex. Black Horse, 1, 2, Tls. 685 ex. Bicycle A. B. C. Tls. 680 ex. Kung Kee Mars. 1, Tls. 605. Common New Style Tls. 615.

Amusements

Towa Cinema Theatre
No. 3 Woochang Road
(Near Chapoo Road)

SEE HERE! SEE!
This Special Programme
For
October 6th, 7th, 8th and 9th

CHARLIE CHAPLIN
IN
"A DOG'S LIFE"
The First of His Million Dollar Pictures
and
Three Other Interesting Pictures

Admission Prices:
60, 40 and 20 cts.
2571

APOLLO THEATRE
LAST NIGHT
Charlie Chaplin
IN
"SUNNYSIDE"

TIME AS USUAL
PRICES: Circle $2, Pit and Stalls $1.
BOOKING AT ROBINSON'S

Matinee, Today 3 p.m.
Charlie Chaplin
In
"SUNNYSIDE"

AMUSEMENTS

5th Season **LYCEUM THEATRE** 5th Season

Mr. T. Daniel Frawley
PRESENTS
The Frawley Company
in repertoires of the latest London and New York successes.

LAST NIGHTS	LAST NIGHTS
Monday, October 6	By Special Request "The Brat"
Tuesday, October 7	By Special Request "Parlor, Bedroom & Bath"
Wednesday, October 8	By Special Request "Lombardi Ltd."
Thursday, October 9	By Special Request "Forever After"
Friday, October 10	By Special Request "Polly with a Past"
Saturday, October 11	"The man who came back"

Prices $3, $2 and $1 Booking at Moutrie & Co.
N.B. The Curtain rises promptly at 9.15 p.m. 25608

ANOTHER REAL GOOD
PICTURE PROGRAMME
WILL BE EXHIBITED
At the Victoria Theatre

Tonight, October 5th
PRESENTING
THE POPULAR
JOHN BARRYMORE
In an elaborate picturization of the melodramatic comedy
"The Incorrigible Dukane"
FIVE PARTS

LYCEUM THEATRE

THE FAMOUS
Russian Grand Opera Co.
32 ARTISTES
Special Orchestra of 25 Musicians
OPENING NIGHT
Wednesday, October 15, 1919

WEDNESDAY, 15 OCT. **AIDA**
THURSDAY, 16 OCT. **FAUST**
FRIDAY, 17 OCT. **CARMEN**

Under the Direction of A. STROK.

PRICES

Boxes	*Dress Circle & Stalls*	*Pit*	*Gallery*
$20.00	*$5.00*	*$3.00*	*$2.00*

Box Plans Open at MOUTRIE'S
On Thursday, October 2nd

APOLLO THEATRE

MONDAY OCTOBER 6th, 7th, 8th, 9th

VICTORY CELEBRATIONS
AT
LONDON — PARIS — BRUSSELS

The Apollo Theatre presents to the Public of Shanghai the greatest film of the century and the celebrations in three capitals.

WITH THE ALLIED TROOPS IN THEIR PARADES ON VICTORY DAY.
THE SOLID BRITISH — THE VIVACIOUS FRENCH — THE DOUGHTY AMERICANS — THE STEDFAST BELGIANS — THE GALLANT ITALIANS
A PICTURE THAT WILL GO DOWN INTO HISTORY AS A TRIUMPH.
Miles of the men that made the world safe for you to live in marching in victory. Come and pay them a tribute of your appreciation. It is a great film.
PRICES: Circle $1.50, Stalls $1.00 and Pit 70 cents. Booking at Robinson's.

-:- GENERAL SHIPPING NEWS -:-

Vessels Loading

For River Ports

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Wuchang**, Captain Pickard, will leave on **Sunday, October 5**, at about 12 o'clock midnight. For Freight apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. **Luenho**, 2,868 Tons, Captain Jackson, will sail for the above-mentioned ports from Hunt's Wharf on **Monday, October 6**, about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Tel. C. 250 Freight. Tel. C. 240 Passage.

HANKOW & PORTS.—The Str. **Kiangyu**, Captain W. Phillip, will leave on **Monday** night. For Freight or Passage apply to **C.M. S.N. Co.**

HANKOW & PORTS.—The Co.'s Steamer **Talce Maru**, Captain G. Kawamura, will be despatched from N.K.K. Pootung Wharf on **Monday, October 6**, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Tatung**, Captain C. C. Williams, will leave from the French Bund on **Monday, October 6**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Co.'s Str. **Suiyang M.** Capt. S. Kusakari, will be despatched from the N.Y.K. Mail Wharf on **Tuesday, October 7**, at about 12 o'clock midnight. For Freight and Passage, apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Luenyi**, Captain Frazier, will leave from the French Bund on **Tuesday, October 7**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. **Suiwo**, 2,671 Tons, Captain Smith, will sail for the above-mentioned ports from Hunt's Wharf on **Tuesday, October 7**, about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Tel. C. 250 Freight, Tel. C. 240 Passage.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Chungkiang**, Capt. W. T. Roberts, will leave on **Wednesday, October 8**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. **Waishing**, 1,864 Tons, Captain Tapsell, will sail for the above-mentioned ports from Hunts Wharf on Wednesday, **October 8**, about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Freight Tel. C. 250, Passage Tel. C. 240.

HANKOW & PORTS.—The Co.'s Str. **Yohyang Maru** Captain Y. Ikeda. will be despatched from N.K.K. Pootung Wharf on **Thursday, October 9**, at about 12 o'clock (Midnight). For Freight and . Passage . apply to **THE NISSHIN KISEN KAISHA.** No 5 The Bund.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. **Kutwo**, 2,664 Tons, Captain Gibb, will sail for the above-mentioned ports from Hunts Wharf on **Thursday, October 9**, about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Freight Tel. C. 250, Passage Tel. C. 240.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. **Tuckwo**, 2,770 Tons, Captain Campbell, will sail for the above-mentioned ports from Hunt's Wharf on **Friday, October 10**, about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Freight Tel. C. 250, Passage Tel. C. 240.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Poyang**, Captain Carnaghan, will leave from the French Bund on **Friday, Oct. 10**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Woosung**, Captain Newcomb, will leave from the French Bund on **Saturday, Oct. 11**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Co.'s Steamer **Siangyang Maru**, Captain J. A. Scott, will be despatcher from N.Y.K. Mail Wharf on **Monday, October 13**, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Ngankin**, Captain Meathrel, will leave from the French Bund on **Monday, October 13**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

For Foreign Ports

GENOA & MARSEILLES.—The Steamer **Java Maru**, Captain J. Kurimura, will be despatched from the Co.'s No. 9 Buoy on **Oct. 6.** For Freight please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Central No. 4234 & 4235.

TACOMA & SEATTLE CALLING at VICTORIA B. C. NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.—The O.S.K. Str. **Manila Maru**, Capt. S. Kobayashi, will be despatched on **October 20.** Through Bills of Lading are granted for American ports and overland points connecting with the Chicago, Milwaukee & St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany overland shipment. For Freight or Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. No. 4234 & 4235.

LONDON via HONGKONG, SINGAPORE, COLOMBO PORTSAID, MARSEILLES, ANTWERP & ROTTERDAM.—The Steamer **Celebes Maru**, Captain T. Konishi, will be despatched from the Co.'s No. 9 Buoy Wharf on **November 3.** For Freight please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Central No. 4234 & 4235.

LONDON, Via HONGKONG, SINGAPORE, COLOMBO, PORTSAID, MARSEILLES, ANTWERP & ROTTERDAM.—The Steamer **Alps Maru**, Captain T. Yamaguchi, will be despatched from the Co.'s No. 9 Buoy or about middle **Nov.** For Freight please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Central No. 4234 and 4235.

List of Vessels Loading For Southern and Northern Found on Page 27

CANADIAN PACIFIC

OCEAN SERVICES LIMITED

TRANS-PACIFIC LINES

R.M.S. "MONTEAGLE"

will leave Shanghai on or about 14th October

for VANCOUVER

via Japan Ports, and Vladivostock.

For bills of lading, freight rates, etc., apply to

P. A. COX, Agent,

Cor. Peking and Yuenmingyuen Roads, Shanghai.

Tel. Central 181.

25620

P. & O., British India and Apcar Lines

(Companies incorporated in England)

FOR MARSEILLES AND LONDON

via HONGKONG, STRAITS, CEYLON, EGYPT

S.S. "PRINZESSIN" leaving about 17th October

S.S. "KHIVA" leaving about 28th October

S.S. "NOVARA" leaving about 3rd December

FOR BOMBAY via STRAITS AND COLOMBO

S.S. "DUNERA" beginning of November

FOR CALCUTTA via JAPAN

S.S. "GREGORY APCAR" leaving about 23rd October

P. & O. and B.I.S.N. Co.'s tickets interchangeable.
Wireless Telegraphy fitted on all steamers.
All cabins are fitted with Electric Fans free of charge.
Steamers and sailing dates are liable to be altered or cancelled without notice.

For particulars regarding Freight or Passage, apply to

MACKINNON, MACKENZIE & CO.

AGENTS

24 The Bund, Shanghai

Telephones: Central 169 & 2069

CP OS

QUICKEST TIME ACROSS THE PACIFIC

S. S. EMPRESS OF RUSSIA, October 17
Shanghai to Manila - Hongkong

S. S. EMPRESS OF JAPAN, October 18
Shanghai to Hongkong (Direct)

S. S. EMPRESS OF RUSSIA, November 1
Shanghai to Victoria-Vancouver

DOMINION EXPRESS
TRAVELERS' CHEQUES SOLD.
Correspondents Throughout the World.

For Bills of Lading, Freight Rates, etc. apply to:
P. A. COX, Agent
Cor. Peking and Yuen Ming Yuen Roads, Shanghai.
Tel: Central 181

For Reservations and Passage Tickets, etc. apply to:
G. M. JACKSON, General Agent.
Passenger Department, Palace Hotel, 19 The Bund, Shanghai.
Tel: Central 182

CANADIAN PACIFIC OCEAN SERVICES

C. N. C.

CHINA NAVIGATION CO., LTD.

YANGTSZE RIVER & CHINA COAST PORTS.
FAST SCHEDULE SERVICES.

For CHINKIANG, NANKING, WUHU, KIUKIANG and HANKOW.—S.S. Woosung, Luenyi, Ngankin, Poyang, Tatung, Wuchang and Chungking.—Sailing from the French Bund at midnight (except Chungking which sails from Pootung at midnight). These steamers connect at Hankow with the Company's regular sailings on the Middle Yangtsze and Hunan Lines.
The steamers Wuchang and Chungking are specially fitted to handle heavy lifts, etc., but have no accommodation for Foreign passengers.
Regular sailings every Tuesday, Wednesday, Friday and Saturday and every third Monday and Thursday.

For WEIHAIWEI, CHEFOO and TIENTSIN (and Peking via TIENTSIN).—S.S. Tungchow, Fengtien, Shuntien and Shengking.—Sailing from the French Bund.
Regular sailings every Tuesday and Saturday and every alternate Thursday.

For AMOY, SWATOW, HONGKONG and CANTON.—S.S. Suiyang, Sunning, Sinkiang, Yingchow, Singan and Kaifong.—Sailing from the French Bund. Weekly service every Thursday to Amoy and every Sunday to Swatow. Connections at Hongkong with service to Philippines and Australian ports will be advised upon application.
Regular sailings every Tuesday, Thursday and Sunday mornings.

For NINGPO.—S.S. Hsin Peking.—Sailing from the French Bund.
Regular sailings every Monday, Wednesday and Friday at 4.30 p.m.

The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons, and are otherwise completely equipped for the comfort and convenience of passengers.

For further particulars regarding Sailings, Passage Rates, etc., see "THE TAIKOO SHIPPING GAZETTE" obtainable from the undersigned, or from The International Sleeping Car and Express Trains Co. (Astor House), or from Messrs. Thomas Cook and Son, Russo-Asiatic Bank Buildings, 15 The Bund.

BUTTERFIELD & SWIRE

Freight: Telephone Central 77, Agents, 21-32 French Bund.
Passage: Telephone Central 401.

O. S. K.

OSAKA SHOSEN KAISHA

(Osaka Mercantile Steamship Co.

Under Mail Contract with the Imperial Japanese Government

(Subject to Alteration)

SAILINGS FROM SHANGHAI

FOR LONDON (Via Hongkong, Singapore, Colombo, Portsaid, Marseille, Antwerp and Rotterdam.

	Tons	Capt.		
*CELEBES MARU ...	18,000	T. Konishi,	Nov. 1	Nov. 3
*ALPS MARU	18,000	T. Yamaguchi,	Middle of Nov.	

FOR GENOA and MARSEILLES.

	Tons	Capt.	Arrive	Leave.
*JAVA MARU	15,000	J. Kurimura,	Oct. 2	Oct. 6

FOR NORTH AMERICA (Tacoma, Seattle and Vancouver) via Nagasaki, Kobe, and Yokohama.
In connection with the Chicago, Milwaukee and St. Paul Ry.

	Tons	Capt.	Arrive	Leave.
*MANILA MARU	18,000	S. Kobayashi,	Oct. 19	Oct. 20
AFRICA MARU	12,000	H. Yamamoto,	Nov. 21	Nov. 22

FOR HONGKONG

	Tons	Capt.	Arrive	Leave.
CANADA MARU	12,000	T. Nimoto,	Nov. 13	Nov. 14
MEXICO MARU	12,000	K. Kamiya,	Nov. 29	Nov. 30

FOR NORTH CHINA PORTS (Tientsin and Dairen).

KEELUNG MARU....	3,000	Y. Fukami,	Oct. 12	Oct. 14

FOR SOUTH CHINA PORTS and FORMOSA (Foochow, Keelung and Takao).

	Tons	Capt.	Arrive	Leave.
KOHOKU MARU	5,000	M. Tsubaki,	Oct. 10	Oct. 11

*Fully booked for passage.

The Company also runs numerous steamers from Japan to South America, South Africa, Austria, India, Java, China, Korea, Vladivostok and also between the principal ports in Japan. Through freight booked from Shanghai.

O.S.K. Yangtszepoo Wharf, Wayside — OSAKA SHOSEN KAISHA
Tel. Nos. East 208 and 209 — Union Building, 4 The Bund
Tel. Address: SHOSEN, Shanghai. — Tel. Nos. C. 4233, 4234 and 4235.

THE ADMIRAL LINE

PACIFIC STEAMSHIP CO.

TRANS - PACIFIC FREIGHT SERVICE

MANILA via HONGKONG

S.S. "SEATTLE SPIRIT" .....About OCT. 14th

SEATTLE

S.S. "CITY OF SPOKANE" ..... will load OCT. 3rd
S.S. "SEATTLE SPIRIT" ..... About NOV. 1st
S.S. "WHEATLAND OF MONTANA"..... " NOV. 14th

PORTLAND

S.S. "HARTLAND" ..... About NOV. 16th
S.S. "NISHMAHA" ..... " DEC. 4th

Through Bills of Lading issued to all United States and Canadian Overland Points.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE

53 SZECHUEN ROAD.

JOHN J. GORMAN, GENERAL AGENT — FRED C. CHARMAN AGENT.

Telegraphic Address —ADMIRALINE.
Telephone, Central 1471

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Cargo delivered at any Address in Shanghai
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Telephone 1848 — 83, Szechuen Road

PACIFIC MAIL S.S. CO.

AMERICAN STEAMERS

TRANS-PACIFIC SERVICE

SAILINGS FROM SHANGHAI (Subject to Change)

For San Francisco via Kobe, Yokohama and Honolulu		For Hongkong via Manila	
S.S. Ecuador	Oct. 11	S.S. Colombia	Oct. 18
S.S. Colombia	Nov. 8	S.S. Venezuela	Nov. 15
S.S. Venezuela	Dec. 5		

Steamers equipped with most modern improvements for the safety and comfort of passengers. One and two bed staterooms only. No Upper Berths. Tickets interchangeable with Canadian Pacific Ocean Services, Ltd. and Toyo Kisen Kaisha.

CARGO STEAMERS

"West Conob" "West Vaca" "Archer"
"West Sequana" "West Inskip" "West Caddoa"
"West Kador" "West Neris"

EAST INDIA SERVICE

SAILINGS FROM MANILA (Subject to Change)

For Saigon, Singapore, Calcutta and Colombo		For San Francisco via Honolulu	
S.S. Colusa	Middle Oct.	S.S. Santa Cruz	Middle Oct.

PANAMA SERVICE

Regular Sailings from San Francisco
MEXICO—CENTRAL AMERICA—PANAMA

BALTIMORE SERVICE

Sailings from San Francisco via
Central America, Panama Canal, Puerto Colombia and Havana

PACIFIC MAIL STEAMSHIP COMPANY

1-B Nanking Road, Palace Hotel Building.
Telephone Central 5056 — Cable Address "Solano"

T. K. K.

SHANGHAI BRANCH OFFICE

TOYO KISEN KAISHA.

(ORIENTAL STEAMSHIP CO.)

Imperial Japanese and U.S.M. Line to San Francisco from Shanghai, via Nagasaki, Kobe, Yokohama and Honolulu.

SEMI-TROPICAL ROUTE.

PROPOSED SAILINGS FROM SHANGHAI.

FOR HONGKONG

KOREA MARU ..... November 16

FOR SAN FRANCISCO

KOREA MARU ..... December 1

All steamers of this Company are thoroughly modern and up-to-date. Equipped with Wireless Telegraph, Submarine Signals, Launary, Children's Nursery, Ladies' Lounge, and all other modern improvemens for safety and comfort. String Orchestra, Moving Picture Performance Deck Dances. Service and Cuisine unexcelled.

Lay-Over privileges allowed to all ports of call. Interchangeable with steamers of the PACIFIC MAIL STEAMSHIP COMPANY, and CANADIAN PACIFIC OCEAN SERVICES, LD.

Railway transportation betweenNagasaki, Kobe and Yokohama may be had on application to the purser.

T. N. ALEXANDER, Manager,
North China Insurance Co.'s Buildings.

Telephone No. 3229. — Entrance 71 Szechuen Road.

STRUTHERS AND DIXON, INC.

OFFICES: San Francisco and Seattle, U.S.A.; Shanghai, China; Manila, P.I.; Kobe, Japan and Hongkong.

Operating the following Far Eastern services for account of the United States Shipping Board:

U.S.A. PACIFIC COAST—JAPAN, CHINA, AND PHILIPPINES.

S.S. STANLEY 9,600 tons due Shanghai Oct. 6.	S.S. "WEST CACTUS" 8,800 tons due Shanghai Oct. 14.
S.S. "WEST SEGOVIA" 8,800 tons due at Shanghai Oct. 14	S.S. "WEST ISLIP" 8,800 tons due Shanghai Oct. 15.

also

"WEST CAJOOT," "WEST HELIX"
S.S. "WESTERN GLEN," "WEST IBIS," "WEST CADDO,"
"WEST HENSHAW," "DUEL" "ELKRIDGE" and "EDITOR."
arrivals to be announced later.

Through rates quoted and through B/L's issued to all overland points in U.S. and Canada.

SHANGHAI OFFICE: No. 7 JINKEE ROAD.
Tel. No. Central 2557.

L. EVERETT, Vice-President — J. S. EMENS, Agent.

CHINA MAIL S.S. CO., LTD.

THE AMERICAN STEAMERS

"NANKING" AND "CHINA"
(15,000 TONS) (10,200 TONS)
(SUBJECT TO CHANGE)

SAILINGS FROM SHANGHAI FOR

SAN FRANCISCO

VIA NAGASAKI, YOKOHAMA AND HONOLULU

S.S. "NILE" ..... OCT. 14th
S.S. "NANKING" ..... NOV. 4th
S.S. "CHINA" ..... NOV. 25th

*S.S. "NANKING" does not call at NAGASAKI

FOR HONGKONG DIRECT

S.S. "NANKING" ..... OCT. 21st
S.S. "CHINA" ..... NOV. 10th
S.S. "NILE" ..... DEC. 6th

For further information regarding passenger fares, sailings, freight rates, etc., apply to

J. P. WILLIAMS, AGENT.

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Under Mail Contract with the Imperial Japanese Government

SAILINGS FROM SHANGHAI
(Subject to Alteration)

EUROPEAN LINE

For Hongkong, Singapore, Penang, Colombo, Suez, Portsaid, Marseilles and London.

	Tons		
SHIDZUOKA MARU ..	12,500	Capt. R. Ozaki,	Oct. 13
KAGA MARU	12,500	Capt. N. Segawa,	Oct. 27

AMERICAN LINE

For Nagasaki, Kobe, Yokohama, Victoria, B. C., and Seattle, Washington, Shanghai, Kobe and Osaka Line (Via Moji).

KATORI MARU	19,000	Capt. E. Tozawa,	Oct. 23

SHANGHAI-YOKOHAMA LINE (Via Nagasaki, Moji and Kobe.)

KASUGA MARU	7,000	Capt. E. Takahachi,	Oct. 11
CHIKUGO MARU	5,500	Capt. Y. Yoshida,	Oct. 21
KASUGA MARU	7,000	Capt. E. Takahashi,	Oct. 28

SHANGHAI, NAGASAKI and KOBE

MOJI, KOBE AND OSAKA LINE

TAKESHIMA MARU ..	4,500	Capt. D. Awoshima,	Oct. 8
YAWATA MARU	7,000	Capt. H. Nojiri,	Oct. 11
OMI MARU	7,000	Capt. H. Yamamoto,	Oct. 15
KUMANO MARU	9,500	Capt. T. Sasaki,	Oct. 18

FOR JAPAN

YOKOHAMA MARU..	12,500	Capt. K. Okamoto,	Oct. 6

FOR HONGKONG

KASHIMA MARU....	19,000	Capt. M. Machida,	Nov. 9

FOR MANILA AND HONGKONG

SUWA MARU	21,000	Capt. R. Shimidzu,	Oct. 14

AUSTRALIAN LINE (sailing from Hongkong).

Regular Four-Weekly Service between Japan, ports and Australia (calling at Hongkong and Manila).

NIKKO MARU	10,000	Capt. G. Yamazaki,	Oct. 22
AKI MARU	12,500	Capt. S. Shibata,	Nov. 19
TANGO MARU	14,000	Capt. M. Nishimura,	Dec. 24

CALCUTTA LINE

Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage).

BOMBAY LINE

Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage).

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.

For freight, passage and further information apply to
T. IBUKIYAMA, Manager, Nippon Yusen Kaisha.
Tel. Address: Yusen, Shanghai.

CHINESE GOVERNMENT RAILWAYS

TIENTSIN-PUKOW LINE

TIME TABLE

(Published by order of the Administration)

March 15th, 1919, and until further notice

Mail 101.	Mail 3.		Miles	Peking-Mukden Line			Mail 4.	
20.35	8.35		0	dep.	Peking	arr.	19.50	
24.46	11.12		.	arr.	Tientsin-Central	dep.	17.00	
23.50	11.17		84	dep.	Tientsin-Central	arr.	16.53	
24.00	11.25		.	arr.	Tientsin-East	dep.	16.45	
19.35	.		524	arr.	Mukden	dep.	.	

Local 5.	Mail 3.	Exp. 1.		Tientsin-Pukow Line			Exp. 2.	Mail 4.	Local 6.
6.45	9.45	11.30	0	dep.	Tientsin-East	arr.	17.05	15.45	21.15
6.55	9.55	11.40		arr.	Tientsin-Central	dep.	16.55	15.35	20.05
13.02	16.30	15.30	78	dep.	Tientsin-Central	arr.	16.31	15.20	19.45
16.40	19.20	18.08	148	dep.	Tsangchow	dep.	13.05	11.28	15.28
19.57	22.12	20.21	—	arr.	Techow	dep.	10.33	8.47	11.56
7.	‡		220		‡		8.06	6.00	8.30
6.00	22.25	20.31	—	dep.	Tsinanfu	arr.	7.56	5.40	19.02
9.27	1.00	22.31	266	dep.	Taianfu	dep.	6.01	3.25	16.24
12.27	3.47	0.38		arr.	Yenchowfu	dep.	3.49	0.40	13.00
12.47	4.02	0.48	318	dep.	Yenchowfu	arr.	3.39	0.02	12.48
16.30	6.55	3.16	377	dep.	Liaocheng	dep.	1.20	21.24	9.26
19.02	8.45	4.50	—	arr.	Hsuchowfu	dep.	23.36	19.20	6.30
9.	‡		420		‡				10.
5.40	9.00	4.57	—	dep.	Hsuchowfu	arr.	23.29	19.00	20.50
11.26	18.02	8.33		arr.	Pengpu	dep.	19.58	14.55	15.20
11.51	18.20	8.40	523	dep.	Pengpu	arr.	19.46	14.35	14.08
18.27	17.34	11.52	600	dep.	Chuchow	dep.	16.48	10.50	8.17
20.08	18.55	13.00	631	arr.	Pukow	dep.	15.30	9.20	6.40

N. Exp.	Exp.			Shanghai-Nanking Line			Exp.	N. Exp.
28.00	14.20	0	dep.	Nanking-Ferry	arr.		14.15	6.50
7.00	21.00	193	arr.	Shanghai-North	dep.		7.55	23.00

Yenchowfu-Tsiningchow Branch Line				Lincheng-Tsochuang Branch Line						
13.10	4.10	d. Yenchowfu a.	12.08	23.53	21.30	16.40	9.30	d. Lincheng a.	6.28	15.50	21.00
14.03	5.05	a. Tsiningchow d.	11.15	23.00	22.40	17.50	10.45	a. Tsochuang d.	5.15	14.40	19.50

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"

The T. P. L. Express Trains are provided with 1st and 2nd class Sleeping, Dining accommodations and 3rd class cars only for 3rd class Through Passengers and servants accompanying 1st and 2nd class passengers.

Passengers travelling on the T. P. L. Express Trains must hold Express Extra Tickets in addition to passenger tickets. Application for Sleeping Accommodation should be made at the earliest possible moment to the Traffic Manager at Tientsin, or to the Traffic Inspectors at Tientsin, Tsinanfu, Hsuchowfu or Pukow.

By Order
THE TRAFFIC MANAGER.

Tientsin, March 1919.

Large Display Advertisements
intended for the Sunday issue of The China Press should be sent in before **5 p.m. on Friday**

THE CHINA PRESS MAIL SCHEDULE

SUNDAY, OCTOBER 5, 1919

Date and Destination	Per	Chi.	Br.	USA	Rus.	Jap.	Reg.
Today.							
Weihaiwei and Chefoo.....	Kingsing	9.00	..	..	..	..	8.30
River Ports	Train & Str.	21.00	..	..	..	..	..
Japan via Kobe	Yokohama M.	19.00	..	..	..	..	18.30
Tomorrow.							
United Kingdom, via Suez ...	†Titan	..	14.00	..	..	..	..
Vladivostok and Siberia	Via P. & H.	17.00	..	..	..	..	17.00
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Amoy, Hongkong & Canton..	Kwangtah	21.00	..	..	..	..	21.00
Tientsin	Chekiang	..	14.00	..	..	..	..
Vstock and Siberia via Pukow and Harbin (Daily expect Sunday)	Train	..	..	..	17.00	..	17.00
Ningpo	Hsin Peking	..	15.00	..	..	..	..
Tientsin	Train	..	17.00	..	..	..	..
Hankow	Train	..	17.00	..	..	..	..
Vladivostok..	Train	..	17.00	..	..	..	..
Tuesday, October 7.							
Weihaiwei, Chefoo & Tientsin	Shuntien	..	14.00	..	..	..	13.30
Weihaiwei and Chefoo.....	do	14.00	..	..	..	..	13.30
Japan Ports	T'shima Maru	19.00	17.00	..	..	..	18.30
Vladivostok and Siberia	Via P. & H.	17.00	..	..	..	..	17.00
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Hongkong and Canton	Suiyang	9.00	..	..	..	..	8.30
Hongkong	do	..	9.00	..	..	..	..
Wednesday, October 8.							
Amoy, Hongkong & Canton..	Sinkiang	21.00	..	..	..	..	21.00
Amoy and Hongkong	do	..	17.00	..	..	..	..
Swatow, Hongkong & Canton	Choysang	21.00	..	..	..	..	21.00
Swatow and Hongkong.....	do	..	17.00	..	..	..	..
Weihaiwei and Chefoo.....	Koonshing	11.00	..	..	..	..	10.30
Chefoo	Yusang	21.00	..	..	..	..	21.00
Chefoo and Tientsin	do	..	17.00	..	..	..	..
Thursday, October 9.							
Weihaiwei and Chefoo.....	Fengtien	9.00	..	..	..	..	8.30
Weihaiwei, Chefoo & Tientsin	do	..	9.00	..	..	..	..

† Parcels only.
B Letters and boxes with declared value 7.30; parcel post 5 p.m.
E and money orders 4 p.m. Registered articles 5 p.m. on previous day.

The Chinese Post office will close two mails daily for Tsingtao, Tientsin, Peking, etc.

a.—at 21 for S. N. R. 23 o'clock train
b.—at 7 for S. N. R. 7:55 o'clock train

Mails closed by 7:55 train should reach Tientsin only 46 minutes later than those closed for the previous night's train.

Vessels Loading

For Southern Ports

NINGPO.—The China Navigation Co.'s Steamer **Hsin Peking**, Captain A. Scott, R. N. R., will leave from the French Bund on Monday, October 6, at 4:30 p.m. For Freight or Passage apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

NINGPO.—The Str. **Kiangteen**, Captain D. D. Ross, will leave on Tuesday afternoon at 4 p.m. For Freight or Passage, apply to C.M.S.N. Co.

AMOY, HONGKONG & CANTON.—The Str. **Kwangtah**, Capt. C. Stewart, will leave on **Tuesday** morning. For Freight or Passage apply to **C.M.S.N. Co.**

HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Suiyang**, Captain J. Gibbs, will leave from the French Bund direct for the above ports on **Tuesday, October 7**, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

AMOY, HONGKONG & CANTON.—The China Navigation Co.'s Str. **Sinkiang**, Captain G. W. Eedy, will leave from the French Bund direct for the above ports on **Thursday, October 9**, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

SWATOW, HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Chenan**, Captain H. E. Laver, will leave from the French Bund on **Saturday, October 11**, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

TAKAO (FORMOSA) via FOOCHOW & KEELUNG.—The Str. **Kohoku Maru**, Capt. M. Tsubaki, will be despatched from the Co.'s Yangtszepoo Wharf on **October 11.** The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha. For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. No. 4234 & 4235.

HONGKONG.—The Str. **Canada Maru**, Captain T. Nimoto, will be despatched from the Co.'s Yangtszepoo Wharf on **November 14**, at ——— The steam-launch conveying passengers on board will leave the Custom jetty at ——— For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Central No. 4234 & 4235.

For Northern Ports

CHINWNAGTAO DIRECT.—The Kailan Mining Administration, will despatch the following steamer **S.S. Kwangping on Oct. 5.** For Freight or Passage, apply to Agent, 1 Jinkee Road. Tel. Central 1115.

TIENTSIN DIRECT.—The China Navigation Co.'s Steamer **Chekiang**, Captain H. A. Walker, will leave on **Monday, Oct. 6**, at 3 p.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents Tel. No. 77.

NEWCHWANG.—The Str. **Toonan**, Captain C. Taylor, will leave on **Tuesday** morning. For Freight or Passage apply to **C.M.S.N. Co.**

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer **Shuntien**, Captain Northcombe, will leave from the French Bund on **Tuesday, October 7**, at 3 p.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer **Fengtien**, Captain McIntosh, will leave from the French Bund on **Thursday, October 9**, at 10 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

TSINGTAO.—The China Navigation Co.'s Str. **Yingchow**, Capt. E. B. Simons, will leave from Watung H. E. Laver, will leave from Watung Wharf on **Friday, October 10**, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer **Tungchow**, Captain Harris, will leave from the French Bund on **Saturday, October 11**, at 10 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

TIENTSIN AND DAIREN via TSINGTAU.—The Steamer **Keelung Maru**, Captain Y. Fukami, will be despatched from the Co.'s Yangtszepoo Wharf on **October 14.** The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at ———m., on the same day. For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund, Tel. No. 4234 & 4235.

Launch Services

TODAY

The tender Whangpoo conveying passengers, baggages and mails on board the M.M. s.s. Batavia will leave the M.M. Jetty (French Bund) at 1:30 p.m.

Friday, October 10, 1919.

The tender conveying passengers on board the S.M.R. s.s. Sakaki Maru will leave the Customs Jetty at 10. a.m.

Friday, October 17, 1919.

The tender conveying passengers and mails on board the R.V.F. s.s. Penza will leave the Customs Jetty at 2 p.m.

Siccawei Weather Report

3.—The typhoon approaching Lat. 20°, Long. 130°, takes a more Northerly direction and threatens SW and S Japan with a gale, in a couple of days. Anticyclone between Siberia and Mongolia, new depression at Tomsk. Weather mostly overcast in China, with occasional rain in the Yangtsze Valley. Breezes moderate and unsteady.

4.—Rain starts falling at Shanghai during the night. The pressure continues to move downwards. The breeze is backing to the N and NW. The typhoon must be nearing the Loochoos.

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
———	—	San Francisco	Tancred	Am.	R. D. Co.
———	—	New York	Bolton Castle	Br.	D. & Co.
Oct.	—	Seattle	Stanley Dollar	Br.	K. D. & Co.
Oct.	—	San Francisco	Cadaretta	Am.	R.D. Co.
Oct.	—	San Francisco	West Harth	Am.	R. D. Co.
Oct.	—	Seattle	C. of Spokane	Am.	A. Line
Oct.	6	New York via P.	Eurymedon	Br.	B. & S.
			West Hepburn	Am.	P.M.S.S. Co.
			Cuador	Am.	A. Line
			Taban	Am.	C.M.S.S. Co.
			Ile	Br.	C.P.O.S.
			Conteagle	Jap.	N.Y.K.
			Katori Maru	Br.	D. & Co.
			Powther Castle	Br.	K. D. & Co.
			Jessie Dollar	Jap.	T.K.K.
			Shinyo Maru	Br.	C.P.O.S.
			of Russia	Am.	A. Line
			Seattle Spirit	Am.	C.M.S.S. Co.
			Yanking	Br.	C.P.O.S.
			E. of Japan	Am.	P.M.S.S. Co
			Colombia	Am.	A Line
			W. of Montana	Am.	A Line
			Hartland	Am.	C.M.S.S. Co.
			China	Br.	C.P.O.S.
			E. of Asia	Br.	B. & S.
			Curylochus	Br.	B. & S.
			E. of Newcastle	Br.	B. & S.
			Slavic Prince	Jap.	T. K. K.
			Korea Maru	Am.	A. Line
			West Munham	Am.	A Line
			Nishmaha	Am.	P.M.S.S. Co.
			Venezuela	Br.	R. D. Co.
			Grace Dollar	Br.	C.P.O.S.
			E. of Japan		

FOR JAPAN PORTS

Oct.	6	—	Kobe		
Oct.	8	—	Moji, Kobe and Osaka	Yokohama Maru	Jap. N. Y. K.
Oct.	11	—	N'saki, Kobe, Y'hama	Takeshima Maru	Jap. N. Y. K.
Oct.	11	—	Moji, Kobe, Osaka	Kasuga Maru	Jap. N.Y.K.
Oct.	15	—	Moji, Kobe and Osaka	Yawata Maru	Jap. N. Y. K.
Oct.	21	—	N'saki, Kobe, Y'hama	Omi Maru	Jap. N.Y.K.
Oct.	28	—	N'saki, Kobe, Y'hama	Chikugo Maru	Jap. N.Y.K.
				Kasuga Maru	Jap. N. Y. K.

FOR EUROPE, INDIA, STRAITS, ETC.

———	—	—	London	Kentucky	Am. J.M. & Co.
———	—	—	London, etc.	Pyrrhus	Br. B. & S.
Oct.	—	—	London, etc.	Titan	Br. B. & S.
Oct.	6	—	Genoa and Marseilles	Java Maru	Jap. O.S.K.
Oct.	9	—	Liverpool	Alcinous	Br. B. & S.
Oct.	10	—	Marseilles, etc.	Cape Town M.	Jap. M.M. Cie.
Oct.	13	—	London	Shidzuoka Maru	Jap. N.Y.K.
Oct.	15	—	London	Carnarvonshire	Br. B. & S.
Oct.	15	—	London	Peleus	Br. B. & S.
Oct.	17	—	London	Prinzessin	Br. M.M. & Co.
Oct.	23	—	Calcutta via Japan	Gregory Apcar	Br. M.M. & Co.
Oct.	28	—	London	Khiva	Br. P.&O.S.N. Co.
Nov.	—	—	Trieste	Nippon	Dut. D. & Co.
Nov.	1	—	Liverpool	Lycaon	Br. B. & S.
Nov.	6	—	London	Mentor	Br. B. & S.
Nov.	7	—	London	Novara	Br. P.&O.S.N. Co.
———	—	—	London	C. of Melbourne	Br. J. M. & Co.

FOR SOUTHERN PORTS

Oct.	6	4.30	Ningpo	Hsin Peking	Br. B. & S.
Oct.	6	4.30	Ningpo	Hsin Ningshao	Chi. N.S.S.N. Co.
Oct.	7	4.00	Ningpo	Kiangteen	Chi. C.M.S.N. Co.
Oct.	7	10.00*	Hongkong and Canton	Suiyang	Br. B. & S.
Oct.	7	—	Amoy, H'kong, C'ton	Kwangtah	Chi. C.M.S.N. Co.
Oct.	9	D.L.	S'tow, H'kong, C'ton	Choysang	Br. B. & S.
Oct.	9	—	Hongkong	Monteagle	Br. C.P.O.S.
Oct.	9	D.L.	Amoy, H'kong, Canton	Sinkiang	Br. B. & S.
Oct.	11	D.L.	S'tow, H'kong, C'ton	Chenan	Br. B. & S.
Oct.	14	—	Manila and Hongkong	Seattle Spirit	Am. A. Line
Oct.	14	—	Hongkong	E. of Japan	Br. C.P.O.S.
Oct.	14	—	Manila and Hongkong	Suwa Maru	Jap. N. Y. K.
Oct.	17	—	Manila and Hongkong	E. of Russia	Br. C.P.O.S.
Oct.	18	—	Manila and Hongkong	Colombia	Am. P.M.S.S. Co.
Oct.	21	—	Hongkong	Nanking	Am. C.M.S.S. Co.

FOR NORTHERN PORTS

Oct.	5	10.00*	W'wei, C'foo, T'tsin	Kingsing	Br. J.M. & Co.
Oct.	6	3.00	Tientsin	Chekiang	Br. B. & S.
Oct.	7	10.00*	Dalny & N'chwang	Hoihow	Br. B. & S.
Oct.	7	3.00	W'wei, C'foo, T'tsin	Shuntien	Br. B. & S.
Oct.	7	—	Newchwang	Toonan	Chi. C.M.S.N. Co.
Oct.	7	10.00*	Antung	Kweilin	Br. B. & S.
Oct.	8	noon	W'wei, C'foo, T'tsin	Koonshing	Br. J. M. & Co.
Oct.	9	10.00*	W'wei, C'foo, T'tsin	Fengtien	Br. B. & S.
Oct.	10	D.L.	Tsingtau	Yingchow	Br. B. & S.
Oct.	11	10:00*	W'wei, C'foo, T'tsin	Tungchow	Jap. O.S.K.
Oct.	14	—	T'tsin, D'ny, T'tau	Keelung M.	

FOR RIVER PORTS

Oct.	5	M.N.	Hankow, etc.	Wuchang	Br. B. & S.
Oct.	6	M.N.	Hankow, etc.	Tatung	Br. B. & S.
Oct.	6	M.N.	Hankow, etc.	Kiangyu	Chi. C.M.S.N. Co.
Oct.	6	M.N.	Hankow, etc.	Luenho	Br. J.M. & Co.
Oct.	7	M.N.	Hankow, etc.	Talee Maru	Jap. N. K. K.
Oct.	7	M.N.	Hankow, etc.	Suiwo	Br. J.M. & Co.
Oct.	7	M.N.	Hankow, etc.	Luenyi	Br. B. & S.
Oct.	8	M.N.	Hankow, etc.	Suiyang Maru	Jap. N. K. K.
Oct.	8	M.N.	Hankow, etc.	Kiangyung	Chi. C.M.S.N. Co.
Oct.	8	M.N.	Hankow, etc.	Waishing	Br. J. M. & Co.
Oct.	9	M.N.	Hankow, etc.	Chungking	Br. B. & S.
Oct.	8	10.00*	Haichow and Eching	Kutwo	Br. J. M. & Co.
Oct.	9	M.N.	Hankow, etc.	Hangchow	Br. B. & S.
Oct.	9	M.N.	Hankow, etc.	Kiangwah	Chi. C.M.S.N. Co.
Oct.	10	M.N.	Hankow, etc.	Yohyang Maru	Jap. N. K. K.
Oct.	10	M.N.	Hankow, etc.	Poyang	Br. B. & S.
Oct.	10	M.N.	Hankow, etc.	Hsinfung	Chi. C.M.S.N. Co.
Oct.	11	M.N.	Hankow, etc.	Tuckwo	Br. J.M. & Co.
Oct.	12	M.N.	Hankow, etc.	Woosung	Br. B. & S.
Oct.	13	M.N.	Hankow, etc.	Klangfoo	Chi. C.M.S.N. Co.
Oct.	13	M.N.	Hankow, etc.	Kianghsin	Chi. C.M.S.N. Co.
Oct.	13	M.N.	Hankow, etc.	Ngankin	Br. B. & S.
Oct.	14	M.N.	Hankow, etc.	Hwahlee	Chi. C.M.S.N. Co.
				Loongwo	Br. J.M. & Co.

*A.M. M.N.—MIDNIGHT. D.L.—DAYLIGHT.

Arrivals

Date			From	Ship's Name	Flag Agents
Oct.	4	—	Ningpo	Kiangteen	Chi. C.M.S.N. Co.
Oct.	4	—	Hongkong	Suiyang	Br. B. & S.
Oct.	4	—	Chinwangtao	Hwahkun	Chi. N.S.S.N. Co.
Oct.	4	—	Chinwangtao	Kwangping	Br. K.M.A.
Oct.	4	—	Chinwangtao	Yusang	Br. J. M. & Co.
Oct.	4	—	New York, ports	Alcineus	Br. B. & S.
Oct.	4	—	Tientsin, ports	Shuntien	Br. B. & S.
Oct.	4	—		Pearl Shell	Br. A.P. Co.
Oct.	4	—	Japan	Rokkosan Maru	Jap. M.S.K.
Oct.	4	—	Ningpo	Meinan	Am. Socony.
Oct.	4	—	River ports	Luenho	Br. J. M. & Co.
Oct.	4	—	River ports	Tatung	Br. B. & S.
Oct.	4	—	River ports	Kiangyu	Chi. C.M.S.N. Co.
Oct.	4	—	River ports	Talee Maru	Jap. N. K. K.
Oct.	4	—	Hongkong	Kwangtah	Chi. C.M.S.N. Co.
Oct.	4	—	Newchwang	Toonan	Chi. C.M.S.N. Co.
Oct.	4	—	Japan	Shikano Maru	Jap.

Departures

Date			For	Ship's Name	Flag Agents
Oct.	4	—	River ports	Loongwo	Br. J.M. & Co.
Oct.	4	—	River ports	Kweilee	Chi. C.M.S.N. Co.
Oct.	4	—	River ports	Kiukiang	Br. B. & S.
Oct.	4	—	River ports	Tehhsing	Chi. H.O.S.S. Co.
Oct.	4	—	Dairen	Tafoo Maru	Jap. N.K.K.
Oct.	4	—	Manila, Hongkong	Kobe Maru	Jap. S. M. R.
Oct.	4	—	Yokohama	Olen	Am. A Line
Oct.	4	—	Hongkong	Paul Lecat	Fr. M. M. Cie.
Oct.	4	—	S'tow, H'kong, C'ton	Circe Shell	Br. A. P. Co.
Oct.	4	—	Tsingtau	Tean	Br. B. & S.
Oct.	4	—	Tsingtau	Mikuni Maru	Jap. M. T. Co.
Oct.	4	—		Fumi Maru	Jap. S.M.R.
Oct.	4	—	Japan	Santen Maru	Jap.
Oct.	4	—	Cruise	Kumano Maru	Jap. N. Y. K.
Oct.	4	—	Ningpo	Store Nordiske	Dan. G.N.T. Co.
				Klangteen	Chi. C.M.S.N. Co.

BENJAMIN AND POTTS SHARE LIST

Yesterday's Prices

STOCK	Closing Quotations
Banks	
H. K. and S. B. ..	$585
Chartered	£80 CNI
Russo-Asiatic	Tls. 230
Marine Insurances	
Canton	$440 B.
North China	$205
Union of Canton ...	Lk. 215 B.
Yangtsze	Tls. 270
Far Eastern Ins. Co., Ltd.	$22
Fire Insurances	
China Fire	$138
Hongkong Fire	$345 B.
Shipping	
Indo-China Def	$185
Indo-China Pref....	$32
"Shell"	175/-
Shanghai Tug (o) ..	Tls. 39 B.
Shanghai Tug (f) ...	Tls. 37 B.
Mining	
Kaiping	Tls. 12½ B.
Oriental Cons	25/-
Raub	$2.10
Docks	
Hongkong Dock	$182 B.
Shanghai Dock	Tls. 128 S.
New Eng. Works ..	Tls. 28½
Wharves	
Shanghai Wharf ...	Tls. 118 B.
Hongkong Wharf ...	Tls. 110½ B
Lands and Hotels	
Anglo-French Land ..	
China Land	Tls. 72
Shanghai Land	Tls. [illegible]
Weihaiwei Land	Tls. 63 B.
Shanghai Hotels Ltd.	Tls. 3
China Realty (ord.).	Tls. 18
China Realty (pref.)	Tls. 48
	Tls. 50
Cotton Mills	
E-wo	Tls. 360 B.
E-wo Pref	Tls. 90
Laou-kung-mow	Tls. 250
Oriental	Tls. 125 B.
Shanghai Cotton	Tls. 225 B.
Kungyik	Tls. 33
Yangtszepoo	Tls. 17½ B.
Yangtszepoo Pref. ...	Tls. 83
Industrials	
Butler Tiles	Tls. 25
China Sugar	$177 S.
Green Island	$7.90
Langkats ..... Tls.	Tls. 19½
Major Bros	Tls. 5
Shanghai Sumatra ...	Tls. 125
Stores	
Hall and Holts	Tls. 12½ B.
Llewellyn	$30
Lane, Crawford	Tls. 90 B.
Moutrie	$32
Watson	$6 B.
Weeks	$11¼
Rubbers (Local)	
Alma	Tls. 7
Amherst	Tls. 0.50
Anglo-Java	Tls. 9½
Anglo-Dutch	Tls. 3½
Ayer Tawah	Tls. 22½ B.
Batu Anam 1918 ..	Tls. 0.75
Bukit Toh Alang	Tls. 2
Bute	Tls. 0.50 B.
Chemor United	Tls. 0.75 B.
Chempedak	Tls. 7
Cheng	Tls. 1¾ B.
Consolidated	Tls. 2¾
Dominion	Tls. 6½ S.
Gula Kalumpong	Tls. 6¼
Java Consolidated ..	Tls. 13 S.
Kamunting	Tls. 4 B.
Kapala	Tls. 0.60
Kapayang	Tls. 15
Karan	Tls. 8.10
Kota Bahroe	Tls. 4¾ B.
Kroewoek Java	Tls. 9½ B.
Padang	Tls. 8½ B.
Pengkalan Durian ..	Tls. 4 B.
Permata	Tls. 2½
Repah	Tls. 0.82½
Samagaga	Tls. 0.75
Seekee	Tls. 1 B.
Semambu	Tls. .82½ B
Senawang	Tls. 8
Shanghai Klebang ..	Tls. 0.55 B.
Shanghai Malay	Tls. 6
S'hai Malay pref.	Tls. 8¼ B.
Shanghai Pahang	Tls. 1½
Sungala	Tls. 0.50 B.
Sungei Duri	Tls. 8 B.
Sua Manggis	Tls. 3 B.
S'hai Kalantan	Tls. 0.50
Shanghai Seremban ..	Tls. 0.60
Taiping	Tls. 1
Tanah Merah	Tls. 0.70 B.
Tebong	Tls. 16
Ulobri	Tls. 21
Ziangbe	Tls. 4½ B.
Miscellaneous	
C. I and E. Lumber..	Tls. 350 S.
Culty Dairy	Tls. 13
S'hai Elec. and Asb...	$2
Shanghai Trams	Tls. 75
Shanghai Gas	Tls. 19
Horse Bazaar	Tls. 33
Shanghai Mercury ...	Tls. 25
Shanghai Telephone.	Tls. 74½
S'hai Waterworks ...	Tls. 163¾

S. Sellers. Sa. Sales. B. Buyers.

Benjamin & Potts, 8 Jinkee Road

Telephone No. Central 398

Mail Notices

MAILS CLOSE

For U.S., Canada and Europe:

Per P.M. s.s. Ecuador ....Oct. 11

For United Kingdom

*Per B. and S. s.s. Titan ..Oct. 6

For Japan

Per N.Y.K. s.s. T'shima M. Oct. 7

MAILS DUE

From U.S. and Canada

Per R.M. s.s. Mon

Business and Official Notices

L. MOORE & Co. LIMITED

AUCTIONEERS : VALUERS : LAND BROKERS
48 KIANGSE ROAD SHANGHAI

AUCTION INDEX

TUESDAY, October 7th.—A fine selection of New Brussels, Axminster, Velvet Pile and Tapestry Carpets in Salesroom.

Wednesday, October 8th.—At Salesrooms 2.30 p.m. Sundry cargo.

Thursday, October 9th.—At 14 West End Lane. Household Furniture, etc., at 10 a.m.

MONDAY, October 13th.—Superior Household Furniture at 67 Route Vallon at 10 a.m.

MONDAY, October 27th.—A very fine collection of Chinese Curios in Salesroom.

MONDAY, November 17th.—Excellent Household Furniture and Effects, at 99 Bubbling Well Road.

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CYCLE, MOTOR-CYCLE AND MOTOR-CAR, TYRES AND TUBES

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GIVEN BY PAUL NIJINSKY.

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For Infants.—Lactogen is the safest and most satisfactory substitute for Mothers' Milk with which it is identical in composition, nutrition and digestibility.

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For Growing Boys and Girls.—Lactogen is an invaluable food.

SOLD BY ALL CHEMISTS AND STOREKEEPERS.

In ½lb., 1 lb. and 3 lbs. tins.

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Agents.
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SALE!!!

Ladies' Winter Hats

at

half prices.

Reason: Overstocked

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32 Nanking Road
25712

In the United States Court for China

In re Estate of	*Cause No. 810*
ARCHIE D. RICE,	*Estate No. 300*
Deceased.	NOTICE

NOTICE is hereby given to all parties interested that the undersigned has been appointed Administratrix of the above named decedent's estate; that all persons having claims against the said estate are required to present the same for payment, with vouchers, to the undersigned on or before March 20, 1920, and all persons owing the said deceased are required to make payment to the undersigned.

(Mrs.) EMMA B. RICE,
Haichow,
North Kiangsu, China.

September 21, 1919.

25456

IN THE UNITED STATES COURT FOR CHINA

In re Estate of	*Cause No. 835*
CHRISTINE PAULINE R. POMEROY,	*Estate No. 304*
Deceased	NOTICE

NOTICE is hereby given to all parties interested that the undersigned has been appointed Administrator of the above named decedent's estate; that all persons having claims against the said estate are required to present the same for payment, with vouchers, to the undersigned on or before April 4, 1920, and all persons owing the said deceased are required to make payment to the undersigned.

P. FRANK POMEROY,
Administrator,
73 Szechuen Road,
Shanghai, China.

October 5, 1919.

25713

FOR BRITISH AND AMERICAN

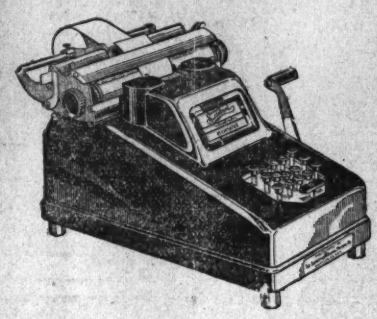
METALS, HARDWARE & SUNDRIES

PHONE OR WRITE TO

W. Z. ZEE & SONS

BROADWAY-SHANGHAI PHONE: NORTH 1469

ONLY TEN KEYS



See for yourself why the *Sundstrand* is winning the enthusiastic approval of careful buyers.

See the ten key natural keyboard—the short, snappy, handle, the beautiful construction and many other features.

See the *Sundstrand* perform on your figure work. Ask for a demonstration on your figure job.

Phone Central 4778 THE OFFICE APPLIANCE Co Phone Central 4778

22 Nanking Road, Shanghai

All Storage Batteries look very much alike, but from the standpoint of efficiency, long life and faithful service, the

Prest-O-Lite Battery has a character all its own

Service Station And Distributor for China

The Shanghai Horse Bazaar & Motor Co., Ltd.

Shanghai Foreign Exchange Bankers' Association

The Foreign Exchange Banks which are members of the above Association, will be closed for the transaction of Public Business on Wednesday and Friday, the 8th and 10th instant, on account of Chinese Mid-Autumn Festival and Chinese National Day.

25710

The International Recreation Club

KIANGWAN RACES

57TH MEETING

8th and 10th October, 1919.

(Wednesday and Friday)

1st Saddling Bell at 12.30 p.m. Sharp, Daily.

MEMBERS AND OWNERS are requested to wear their respective Badges

ENTRANCE TICKETS:—$1.00 each obtainable at the Gate.

SPECIAL TRAINS:—11.45 a.m., 12.10 p.m., 1.10 p.m.

TIFFINS AND REFRESHMENTS will be served at the Race Course.

By order,
Y. S. DAY,
Secretary.

25718

Customs Notification.

No. 927.

The Custom House will be closed and the shipment and delivery of cargo suspended on Wednesday the 8th October—being the Mid-Autumn Festival—and on Friday, the 10th October, the day fixed by the Government as a National Festival.

L. A. LYALL,
Commissioner of Customs.

CUSTOM HOUSE,
Shanghai, 4th October, 1919.

25717

AGENCIES WANTED

Sole Import, Fire and Life Insurance Agencies wanted for the Province of Manchuria by an established firm having good trading connections there. Also prepared to act as buyers of Manchurian Produce on a commission basis—Horsehair, Bristles, Carpets, Grain.

Address to Box 58, THE CHINA PRESS.

25646

Dr. Oks, M. D.

SPECIALIST
for eye, ear, throat and nose diseases.
9–11 a.m. and 1–4 p.m.
3 Kiukiang Road.
Telephone Central 1801.

25714

EDUCATIONAL

WANTED, instruction in Gregg shorthand. State terms to Box 92, THE CHINA PRESS.

25705 O.10

YOUNG Chinese college graduate desires to give Chinese lessons, Mandarin or Shanghai dialects, to foreigners, one or two hours daily by calling. Speaks good English. Terms moderate. Apply to Box 84, THE CHINA PRESS.

25689 O.10

WANTED, teacher of piano music to assist. Shanghai American School, 147 North Szechuen Road.

25696 O.7

RUSSIAN lessons given to foreigners. Speaks English and German. Apply to Box 69, THE CHINA PRESS.

25662 O.3

OFFICES, ETC., TO LET

SHOP to let, one large show window with flat, good for show room and office or large retail house, situated on Nanking Road, near Shanghai Gas Company. Apply to Box 76, THE CHINA PRESS.

25676 O.9

FOR RENT, two large office rooms, second- floor, No. 14 Canton Road. Apply J. T. Hammond, 51 Szechuen Road.

25647 O.5

OFFICES to let, two large and one small rooms at 6a Hongkong Road, ground floor, from October 1st, 1919. Apply to The International Trading Co.

25650 O.8

OFFICES to let, four very large rooms, 6 Foochow Road, second floor. Apply to J. T. Hammond, 51 Szechuen Road.

25621

DANCING

DANCING: Latest ballroom dances taught by lady teacher. Apply to Box 17, THE CHINA PRESS.

25533

B. RICHARD, professional teacher will give private dancing lessons at 5 Carter Road.

25702 O.5

DANCING lessons given by an experienced teacher. Terms moderate. Apply to Box 95, THE CHINA PRESS.

25711 O.7

DANCING LESSONS: In five lessons we guarantee to teach you the modern ball-room dances. Apply to Box 91, THE CHINA PRESS.

25703 O.11

HOUSES TO LET

FOUR-roomed house in Wayside district, furniture and fixtures have to be taken over. Will sell cheap. Apply to Box 82, THE CHINA PRESS.

25687 O.2

TO RENT, furnished house on Avenue Joffre, containing five rooms and attic, with modern sanitary conditions. Reply to Box 87, THE CHINA PRESS.

25694 O.7

TO LET, on Range Road, a flat and several rooms. Apply to Box 78, THE CHINA PRESS.

25682

TO LET, small house; tennis court and all modern conveniences. Apply to Box 62, THE CHINA PRESS.

25651 O.4

TO LET, No. 11 Tifeng Road, at Jessfield Road, Seven-roomed Residence, garage, stabling and tennis. Apply J. T. Hammond, No. 51 Szechuen Road.

25624

MISCELLANEOUS

TWO first-class berth reservations to America on s.s. Nile, sailing October 14th, available. Can be had at cost. Apply to Box 64, THE CHINA PRESS.

25653 O.8

Business and Official Notices are Continued on Page 21

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be **Prepaid**

Replies must be called for

APARTMENTS

Connaught House
8 Quinsan Gardens

Vacant: One large room with bath room attached. Suitable for couple. Apply Mrs. G. POLLOCK.

TO LET

From September 5th, one large bedroom. Apply to Mrs. Weinstock, 15 Quinsan Gardens, Tel. North 482.

TO LET with board, large comfortable newly furnished flat. All modern comforts, telephone and garage. Excellent cuisine. Apply to Box 22, THE CHINA PRESS.

TO LET, nicely furnished room, suitable for bachelor. Apply 36 Quinsan Road.

25707 O.5

TO LET, in private English home, well-furnished flat with board, double bedroom, bathroom, sitting-room, verandah, south aspect, tennis. Occupation November 1st. Apply between 10-12 or 4 to 6 o'clock, at 24 Route Pere Robert.

25706 O.5

TO LET, one large airy, well-furnished room with board, bathroom attached, suitable for married couple or two friends. Trams pass the house. Apply to 12 Yangtszepoo Road, opposite N.Y.K. Wharf.

25663 O.5

TWO small furnished rooms, $20-$25 each. Hongkew district, private family. Apply to Box 66, THE CHINA PRESS.

25609 O.5

A NICELY furnished room, with bathroom attached and verandah, without board, near Quinsan Garden. Apply to Box 63, THE CHINA PRESS.

25652 O.5

SITUATION VACANT

WANTED, Japanese correspondent and interpreter for one hour daily in morning and afternoon. Reply in English, stating wages required, to Box 72, THE CHINA PRESS.

25667

WANTED by importing and exporting firm, Eurasian (female), general office assistant, with knowledge of typewriting. Apply to Box 55, THE CHINA PRESS.

25634 O.7

EMPLOYMENT Bureau for Stenographers, Typists, and Book-keepers (foreigners only). If you are looking for a position, or a better position, send us your name and address. No charges in connection. If you want practice we have fitted up an office with machines for you to practice on at a small monthly charge, The Office Appliance Co., 22 Nanking Road.

25625

WANTED, experienced compradore familiar with exports to and imports from America. Must be well recommended and able to furnish guarantee. Advertisers especially interested in export of hides, skins, furs and seeds, and imports of steel, chemicals, dyes and paper. State full particulars in first letter. Address to Box 41, THE CHINA PRESS.

25584 O.5

APARTMENTS WANTED

CANADIAN gentleman with wife wants comfortable room in good locality with board, address stating terms to Box 97, THE CHINA PRESS.

25720 O.5

WANTED by an American, board and room with private family. Central location preferred. U. S. Post Office Box 507.

25704 O.5

WANTED, an unfurnished flat with kitchen, or a small house. Apply to Box 88, THE CHINA PRESS.

25695 O.7

SITUATION WANTED

CHINESE, well-educated, speaking all dialects, at present employed, having many years' commercial experience, with sound knowledge of bookkeeping, accounting, typewriting, office practice and business methods, is desirous of change from Shanghai for health reasons. A.1. references. Apply to Box 57, THE CHINA PRESS.

25644 O.5

EMPLOYMENT Bureau for Stenographers, Typists, and Book-keepers. We assist firms in filling vacancies for such positions. No charges in connection. Send particulars to The Office Appliance Co., 22 Nanking Road.

25625

SITUATION WANTED

YOUNG lady (American) wishes position as secretary, has complete knowledge of all office work, and is thoroughly competent. Apply to Box 94, THE CHINA PRESS.

25709 O.8

SITUATION WANTED in import house by Englishman with 16 years experience in the Far East. Special knowledge of metals, machinery and sundries. Experienced in office management and salesmanship. Apply to Box 93, THE CHINA PRESS.

25708

DISCHARGED Canadian soldier (Army reference) desires employment. For personal interview, call 31 Boone Road, Chas. H. Kivell.

25691 O.6

COMPETENT steno-typist (Chinese), with knowledge of bookkeeping, banking, letter writing, filing and general office work, desires position. Apply to Box 80, THE CHINA PRESS.

25685 O.7

A YOUNG man, American, with high school education, would like to hear of a position, has good knowledge of China produce, also familiar with the import business. Has executive ability. Speaks Chinese fluently. Apply to Box 81, THE CHINA PRESS.

25686 O.7

WANTED, position of any kind by young man with excellent references, experienced in office work, accounts, etc. Apply to Box 68, THE CHINA PRESS.

25661 O.5

EXPORT and import man seeks to better his position. Many years China experience; excellent European and Chinese connection. Apply to Box 75, THE CHINA PRESS.

25674 O.5

COLLEGE graduate, speaking fluent English, seeks suitable position in any well-established office. Moderate salary. Apply to Box 73, THE CHINA PRESS.

25668 O.9

EXPERIENCED lady stenographer desires position in Shanghai, or would consider Harbin. Apply to Box 77, THE CHINA PRESS.

25679 O.5

EXPERIENCED lady stenographer seeks position; free to start immediately. Apply to Box 67, THE CHINA PRESS.

25658 O.7

DON'T lose the tiffin hours—turn them into good account.—Steno-Typist, capable of looking after books, open for engagement from 11 a.m. to 2 p.m. What offers? Reply to Box 65, THE CHINA PRESS.

25656

Exchange and Mart

FRENCH lessons given by experienced lady. Best references. Easy method. Quick progress guaranteed. Apply to Box 96, THE CHINA PRESS.

25719 O.7

AUTOMOBILE wanted for cash, four-seated, of well-known make, late model and in good repair. Reply, giving full particulars as to make, model, year and lowest cash price, to Box 89, THE CHINA PRESS.

25700 O.5

SAFETY Razor Blades sharpened. Old blades made as good as new, 50 cents a dozen single blades; 70 cents, double; Y.M.C.A. Barber Shop, 120 Szechuen Road.

25721

FOR SALE, Indian motor-cycle, light twin, in fine condition. $225. Apply to Box 85, THE CHINA PRESS.

25690 O.7

FOR SALE, a collection of 2,500 different stamps, many rare ones, price very moderate. Apply to Box 83, THE CHINA PRESS.

25688 O.5

FOR SALE, new Baby Indian motor-cycle, including lamp horn and speedometer, for Taels 265. Apply to Box 74, THE CHINA PRESS.

25672 O.5

FOR SALE, one pure black-and-brown, full-grown Pekinese poodle, very small, very nice. Apply to Box 71, THE CHINA PRESS.

25666 O.5

FOR SALE, 150 mow land, river frontage, Pootung. Suitable for wharf construction. Price very moderate. Particulars apply to Box 79, THE CHINA PRESS.

25681 O.5

FOR SALE, below cost, two Shanghai Co-operative shares. Apply to Box 49, THE CHINA PRESS.

25629 O.7

To conform with U. S. Postal regulations all advertisements of Wines, Spirits and Liquors have been removed.

How Sun Spots Touch Off Our Volcanoes

The Recent Disastrous Eruptions in Java, Japan and Central America, Traced by Science to the Bombardment of Earth by Magnetic Storms From Solar Cyclones

By Dr. W. H. Ballou.

THE remarkable coincidence between periods of intense sunspot activity and volcanic eruptions on earth has long been noted by vulcanologists and astronomers. While for years it has been hinted that some connection must exist between these two phenomena, it is only now that science is able to say definitely that such connection does exist and to hazard explanation of how solar cyclones millions of miles away from us can touch off our own volcanoes.

There is at present on our sun the most gigantic spot ever noted. This disturbance revolves around the northern limb of the sun and is estimated to be from 50,000 to 100,000 miles long. It has just been accompanied by a second and smaller spot.

Simultaneously with the appearance of the first spot there began various disastrous eruptions in volcanic regions through the world, and these are still continuing.

The explanation now put forth is this: These unthinkably huge sun cyclones are in effect unthinkably gigantic dynamos. They cast out into space, sometimes for a million miles, flames of gas and semi-solid matter. But they also release tremendous floods of particles of electricity and cataracts of that peculiar energy we call magnetism. The earth itself has been compared by Flammarion, the famous French astronomer, to an enormous magnet spinning in space. When it becomes supercharged from the sun various strange things happen.

One of the usual things is the aurora borealis. All the beauties of the aurora and all its phenomena can be counterfeited in the laboratory by passing magnetic currents through certain rare gases found in the higher strata of our atmosphere. The aurora is apparently the effect of this tremendous storm of electrified particles striking our earth and passing on its way to both northern and southern magnetic poles the layers of these gases high in our air. Sometimes these storms from the sun are so great as to put the entire telephone and telegraph system of entire countries out of business.

But how do they set off the volcanoes? Volcanoes are vents—chimneys, in fact—leading up from portions of the earth in which is gathered molten incandescent matter. These chimneys sometimes become stopped up and then the volcanoes become what we call inactive. They are like gigantic bottles, firmly corked, but in which a ferment is stirring. Invariably these pockets and masses of incandescent matter have above them great chambers in the rock which are filled with high explosive gases. These gases press continually against the "cork" of the crater.

It is now asserted from experiments recently made upon similar gases through which have passed magnetic currents of varying degrees, that the magnetic waves sent forth by the sunspots penetrate to these chambers and enormously expand these gases. These, expanding, thrust themselves against the core of matter in the shaft of the volcano, forcing it out. The pressure then being relieved, the incandescent matter has nothing to hold it back, and we have our volcanic eruption.

The present sun spot more particularly affected the volcano Kalnut of Java, which, the last official reports state, killed something like over 8,000 people residing around its base. It hit next hardest the volcano Izalco, in San Salvador, Central America, nearly destroying for the second time the city of San Salvador. After that it affected most severely a volcano of Japan, the explosions of which burst a great reservoir, flooding a considerable territory and drowning the inhabitants.

It was also the cause of lesser, but very damaging outbursts elsewhere in the equatorial region almost entirely around the globe. The question that puzzles vulcanologists is, why the volcanoes of the equatorial region were affected rather than the volcanoes of Alaska and other regions. This question is a big one, since other sun spots have likewise affected different regions at different times, but never all of the world's volcanoes at one time.

It can only be presumed that the position of the sun spot on the sun, which is seldom the same, has everything to do with the position of the volcanoes on the earth which will respond in kind. It may be that the molten mass within the earth is of changeable position, and that, at the time of the outburst of the present sun spot, the earth's molten mass was then located beneath the equator, or at least was most ready for an eruption at that position. This view would imply that our own interior molten mass forms at different times at different places, and that those places respond with eruptions at the point of the greatest intensity of the prepared molten mass.

Photo from Museum of Natural History

The Eclipse of June 18, 1919. This Remarkable Photograph Is from the Painting of H. R. Butler, Presented to the American Museum of Natural History. The Weird Streamers of the Corona Shown Here Are Supposed to Be Largely Electrical Manifestations, Under Whose Influence Earth and All the Planets Constantly Exist.

How Magnetic Waves From the Sun Spots "Explode" Our Volcanoes. The Curving Lines Indicated by "A" Show Magnetic Storms Issuing From Sun Spots "XX." These Magnetic Waves Pass Through Space and Through Earth, Reaching Pockets of Gas "B" in Volcanoes They Are Supposed by Science to Set Up an Intense Electrical Action Which Expands the Gas, Which Thereupon Forces Its Way Through the Hard Core "C" That Has Formed in the Crater of the Volcano, Throwing It Into the Air and Opening the Volcanic Vent. When This Is Accomplished the Incandescent Matter "D" Underlying the Gas Pockets Rises and Shoots Out of the Crater, Just As a Charged Liquid Froths Out When the Top of a Bottle Is Removed.

It is natural to presume, for instance, that had there been any molten mass ready beneath Mt. Katmai, Alaska, it also would have erupted when the present sun volcano erupted. The matter is emphasized by the appearance of the second sun spot which has caused the eruption of Shishaldin Peak in the Aleutian Islands, and Mt. Pavloff in Alaska mainland.

That sun spots and volcano eruptions are simultaneous has been worked out by E. Kluge, Joseph O'Reilly, Charles Zenger, H. I. Jensen and others. Among the coincidences were the great sun spot outbursts of 1883, 1902 and 1912, and the volcanic eruptions of vast destruction of Krakatoa, Mt. Pele and Mt. Katmai, respectively.

Here there was a different effect of the smaller sun spot. Following the appearance of this, the country suffered nine to eleven days rain of very destructive force. Tornadoes beset the country, causing great damage, and there were unusual floods. Obviously, a small sun spot has not only magnetic force enough to affect volcanoes, but is able to stir up the air currents of earth to tornadic force.

Charles J. Kullmer, a high authority on this subject, has given the following explanation:

"In the belt of the northern United States and southern Canada, where storms on the average are most numerous, the number of storms varies almost directly in harmony with the number of sun spots, just as is the case with tropical hurricanes. In other areas, however, just the reverse seems true, and there is a decrease of storminess. The general conclusion seems to be that, when sun spots are few in number, cyclonic storms move in a great variety of tracks, but when the spots are numerous the storms tend to confine themselves to a few well defined tracks, so that storminess is more or less restricted to certain areas within which is it is highly concentrated."

The latest explanation of sun spots is given by Dr. Harold Jacobi, of the chair of astronomy of Columbia University, in his new work, "Popular Handbook of Astronomy," as follows:

"The size of sun spots is determined by measuring their angular diameters, and then computing their linear dimensions from our knowledge of the sun's distance. Our knowledge of the cause of them is less certain. They are to be regarded probably as solar atmospheric disturbances, or storms. In that case we should expect them to shift their positions on the sun's surface, much as storm centres move across the earth. And we find by observation that all sun spots do have a common drift; that those near the solar equator drift toward it, and that those far from the solar equator drift toward the poles.

"This might be analogous to our phenomena of the trade winds, especially as spots never occur near the solar poles or exactly at the equator. They may be eruptions from the interior; or they may be gases running downward into the hollows. One cannot help but think of them as vast storms of some kind—storms of which the materials are incandescent gases, moving with great velocities and at enormously high temperatures.

"The duration of a spot is never more than eighteen months. Its umbra, or blackest spot, is not really dark, but appears so through contrast with the much more luminous material surrounding it. Schwabe found that every eleven years there is a period of extra great spot frequency. These periods correspond with our eleven year periods of magnetic storms and disturbances and displays of aurora borealis. The intimate relation of magnetic disturbances by earth and sun has not yet been explained. The sun's linear diameter is 900,000 miles, or 110 times as long as that of the earth. Its mass is about 330,000 times that of the earth's mass. Its gravity is such that a pound weight from the earth would weigh twenty-eight pounds on the sun. Its volume is 1,300,000 times that of the earth's volume. If a cubic foot of the sun's material were brought to earth, it would weigh only about one and one-half times as much as a cubic foot of water.

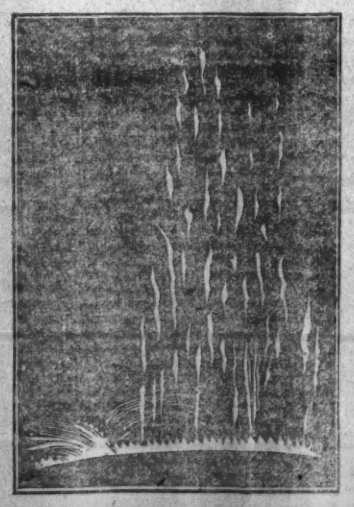
Beyond the photosphere and the reversing layer of gases is the chromosphere, or color sphere, composed principally of great flaming masses of red hydrogen vapor. Sometimes great red jets burst outward to immense elevations from the solar surface. These are called prominences, which intermingle at their boundaries and melt into each other without sudden interruptions. The corona, seen when the sun is eclipsed (with light streamers declared by Todd to extend 2,000,000 miles into space) we merely know to be an incandescent gas. The form of the streamers indicates that the phenomenon may be electric or magnetic. The solar sun spots seem to cross the solar disc from east to west. One of them makes a complete rotation, disappearing at the western, and later reappearing at the eastern, edge of the sun in a true corrected axial period of twenty-five and one-half days."

The temperature of the sun is given as ranging from 6,000 to 7,000 degrees Centigrade. This gives some index of the power required to thrust its heat ninety-three million miles through space to the earth and prevent our roasting or freezing. Professor H. Helm Clayton, of the Argentine Meteorological Service at Buenos Aires, has issued a paper through the Smithsonian Institution on the variations of solar radiation. Naturally, he finds that the sun's heat hits strongest at our equator. He says:

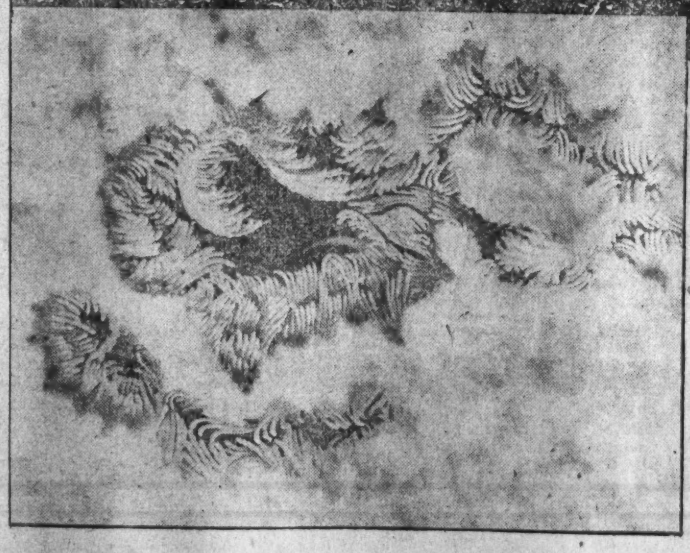
"The most probable explanation is that tropical areas, and especially tropical land areas, are the parts most heated by the increase of solar radiation. This heating causes an expansion of air over the tropics and an overflow toward the temperate zones, particularly toward the cooler ocean areas in this zone. The final result would be a fall of pressure in the tropics and a rise in the temperate regions, causing an intensification of the normal pressure belts of the earth.

"For example, in the central United States the pressure is low in early Summer, with an excess of southerly winds, while in Winter it is high, with an excess of northerly winds. It is hence conceivable that the same change in solar radiation might have an opposite effect in the two seasons, showing a positive correlation in the one and a negative correlation in the other."

Under this theory, a New York hot wave doesn't come from direct rays of the sun, but is heat gathered in the upper layers of the air over the equator and thence is transferred to northern latitudes. It explains, also, why the heat of the sun is not just as hot and uncomfortable on one day as another.



A Solar Eruption Observed by the Astronomer Young. Its Rate of Ascent Was 400,000 Miles an Hour and It Created the Famous Magnetic Storm of 1878 on Earth.



A Sun Spot Highly Magnified. The Plume-like Sides Are in Reality Enormous Jets of Incandescent and Metallic Vapors Stretching Hundreds of Thousands of Miles Out Into Space and at a Temperature of 17,000 Degrees.

"Good-bye Summer" Dresses by Lady Duff-Gordon

A Dress Whose Skirt Shows Charmingly Clinging, Graceful Lines.

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

By Lady Duff-Gordon

("LUCILE")

BEFORE the approaching days of early Autumn, while still the last hot days of Summer are upon us, I am showing on this page three wonderful designs which I call my "Good-bye Summer" dresses.

The perfect days of unbroken sunshine; the cloudless skies of blue and the riot of sweet blossoms everywhere mean long hours spent in the open, absorbing all the beauty and joyousness we can from the green grasses underfoot and the friendly waving trees overhead that shelter us so graciously from the midday heat.

It is too hot to wear high collars and stiff bodices. We have even laid aside our omnipresent wraps, for no vagrant, cooling breezes lift our curls or play hide and seek among the listless flowers. Coolness and comfort are essential.

Suppose it is late afternoon and you want to take a walk down the pretty lane with its over-arched canopy of shady leaves. In the design at the bottom of the page is a perfect costume for just such an occasion.

First of all simplicity forms the keynote of this quaint gown that harks back to Colonial days, with its surplice effect and high waist line and short much beruffled sleeve. The newer touch is given by the kimono-cut sleeves extending down over the shoulders and the upstanding ruffle at the hips. This dress can be made of soft white crepe Georgette or voile, with the design of the skirt appliqued in delft blue. The soft satin fold at the hem and the white silk fringe at the bottom of the flower design are unique and dainty touches. A white satin bow at the neck and a wide droopy garden hat of blue tulle complete the costume. The satin belt should also be of the same shade of blue as the flower trimming on the skirt.

A more elaborate dress of figured organdie trimmed with pale pink silk taffeta ribbon in loop design is presented on the large figure on the right. Its effectiveness is still further accentuated by the soft folds of embroidered chiffon lace that are draped over the shoulders and caught so deftly under the stiff ribbon at the waist. The baby sleeves have the ribbon prominently displayed on the top in loop design and the outer edge of the band is finished with a narrow edging of chiffon lace to match the waist trimming. A finely tucked undersleeve of white chiffon is the last word in daintiness. A sheer white tulle hat outlined with the same shade of pink taffeta ribbon and the addition of an exquisite bunch of pink flowers set coyly just above the left eye adds the necessary finishing touch.

Chic little ribbon bows and parallel rows of Valenciennes lace form the chief accessories of the third Summer frock on this page. The wide belt trimmed with ribbon piping, the big, loose sleeves, edged with the Valenciennes just below the elbow and the clinging, graceful lines of the skirt are adorably becoming and delightfully cool. This gown can be made up in crepe de chine, soft taffeta or messaline. A pleasing variation from the customary white can be designed of tan-colored crepe de chine with light green ribbon garniture and ecru-colored lace.

The Simplicity of Colonial Days Forms the Keynote of This Quaint Gown.

A More Elaborate Dress of Figured Organdie Trimmed with Silk Taffeta Ribbon in Loop Design

GOODS FROM GERMANY ARRIVING IN JAPAN

Samples Of Chocolate And Milk Forecast Reappearance Of German Dyes

Tokio, September 16.—The Japanese commercial world generally showed considerable buoyancy last week, greater interest being displayed in speculative enterprises, but it was evident that there was a dark side to this situation which was being made still darker by adverse outside influences, and the business men wavered in their transactions, says the Japanese Advertiser.

The Japanese Government has ceased the publication of ten days' foreign trade reports and no sure barometer of the ruling situation in Japan's ocean borne commerce is obtainable until the end of the month. The Yokohama report, still given regularly, is a good key to the ruling tendency. Exports last week were somewhat better than last year, but their tendency was not very favorable. The eagerness on the part of the Chinese to boycott Japanese goods has apparently subsided but the Japan-China trade failed to recover as had been expected by Japanese merchants and manufacturers.

Bar silver boomed again last week. At the beginning of this month the quotation at London declined to 58d. per oz., but it began to rise at once and at the close of last week it reached 61¼d. per oz. Thus the London quotation nearly touched the last record. Silver exchange, accordingly became quite favorable to India, but the Japan-Indian trade felt no great stimulus. Only muslin men reported a greater number of new orders from that country. The trade with Siberia was restricted still more stringently, new regulations having been issued by the Siberian Government as regards the transportation of cargo in the interior.

In the United States the silk trade showed a sign of recovery last week, as reported by cables from New York last week, but at Yokohama very little response was given to these reports. People here felt that the industrial unrest was becoming more threatening in the United States and various reports pointed to a paralysis of communications. It was expected that the trade with America would slacken. Trade with Europe was actually falling off. The Marseilles strikes particularly were received as a serious factor, arresting the recovery of the European

German Goods Arrive

Last week samples of some German products, including chocolates and condensed milk, were received here and to some merchants here it was a menace. The dyestuff market here was weakening markedly as the fact that the Germans were able to offer condensed milk and chocolates meant that they could place dyes, chemicals, and other stuffs in which they specialise, on this market.

In the freight market business became somewhat more slack but the charter rates remained stiff. It was believed in shipping circles last week that the United States would give some Japanese shipbuilding yards orders which that country had received from Italy, France and other countries and that that fact signified a hopeful future for the charter market. However, charter rates remained practically unchanged. A 6,000 tons boat was chartered last week at Yen 25 per ton for a trip to London. A boat of 9,100 tons was chartered at Yen 17 per ton for a trip to Saigon. Boats for Oriental runs were obtainable at Yen 10.50 to Yen 11 per ton.

On the European run the slackening condition of the Japan-European trade was unfavorably reflected and the supply of tonnage became too ample. The Dairen-London rate declined 20 shillings last week accordingly. On the Pacific, too, the shifting of cargo became markedly slack and rates threatened to drop below G. $12. On the Java run there was also a decline in freight rates. On various Oriental runs, too, freight rates slackened more or less last week.

Clemenceau's Rule Is Raked By Briand

Former Premier Makes Attack On 'l'Union Sacree,' Edifice Of Rival's Regime

Paris, August 23.—Aristide Briand, formerly Prime Minister of France and now the most redoubtable enemy of Premier Clemenceau, has fired the first gun in what promises to be one of the most bitter and long drawn out political battles for parliamentary control in the history of French politics. The former Premier, about whom has circled the halo of "the next power" ever since the ascension of Clemenceau finally has broken his sphinx-like silence of two years and has given all the political parties of France, including his own, the shock of their lives.

In a declaration made to his constituency at St. Etienne he delivered himself of a scathing denunciation of "l'union sacree"—that holy edifice erected around the Clemenceau regime which the opposition asserts was useful and necessary when the country was in peril, but which, invoked under less menacing circumstances, has served as the powerful handmaiden of reaction. Briand's profession of faith as contained in his declaration has been interpreted in parliamentary and Government circles as the basis of the program of "the next Premier." Here are the most striking passages:

"This country fought for liberty; it must not allow it to be confiscated. I hear talk of the sacred union; the national peril has passed; I want no more of the sacred union. Hereafter ideas must be able to clash freely with each other. I do not believe in this shouting and flourishing of social reform; I do not believe in the progress of disorder; but I reject with the same energy the anarchy of the right and the anarchy of the left.

"France must remain the nation of the free idea, the France toward which tomorrow as of yore all those who are oppressed can turn with the certitude of being succored."

The lively emotion with which this declaration has been received is evident already in the Government halls and heated debates in the newspapers are keenly anticipated.

Great Northern Off For Pacific Service

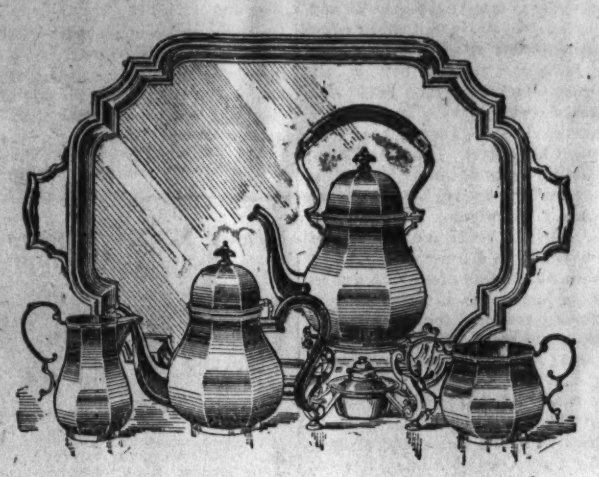
With Sister Ship She Will Be In Regular Run To The Far East

New York, August 20.—With the sailing for San Francisco yesterday of the army transport Great Northern announcement was made that this big ship and her sister craft, the Northern Pacific, were to be used permanently in the transport service on the Pacific. The Northern Pacific will follow to the west coast in about six weeks and both vessels will make the passage through the Panama Canal.

Their regular route will be from San Francisco to Honolulu, Manila, Vladivostok and thence to Nagasaki, Guam, Honolulu and San Francisco. When the American forces are brought out of Siberia they will come on these craft, which have made an unusual record in the transport service to and from France. They will be able to make the trip from San Francisco to Manila in fifteen days, thus improving the mail service between those ports.

The Great Northern and Northern Pacific were purchased by the army from the Great Northern Railroad Company at the outbreak of the war. They were among the largest ships on the Pacific and are oil burners.

During the war both were in the transport service between New York and the French ports, generally sailing in company of one another and the Leviathan. The Great Northern holds the record for the passage between Sandy Hook and Brest.



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Fall Fancies In Hats And Gilets

It is doubtful if the last word about women's hats can ever be said—certainly not at this time of the year when every milliner from here to California and everywhere else as well is vying each with the other in creating new and unusual things, and these are being constantly set before us.

One of the fall fads which is certain to "catch on" is the making of hats, shopping bags and gilets to match. This would seem to indicate that the gilet will remain with us—it will in a modified form. By this I mean the gilet which raged so persistently with the straight box coat is now being placed on the handsomest of dresses for afternoon and morning wear also. The gilets which belong to the sets mentioned above for the most part will be made of very handsome brocades such as would be most suitable for this sort of thing. It is true one will find them now and then made up in the softer materials such as duvetyn and velours. These are elaborately embroidered in colored wooden beads; this sort of trimming, by the way, is destined to play a most important part in the winter's decorations.

There is a new bag which is called the "miser's bag" because it shuts so tight. It is a partner in a set of hat and gilet to match and which has been developed in brown duvetyn with many stitches of bright woollen threads punctuated by the gay wooden beads.

As to hats, there is a great demand, just at this time, for the small feather toques and turbans. We must confess to a certain weariness for the malines turban which was so pleasing when it appeared at the beginning of the summer. Like every fad, it was soon overdone and we turn with relief to the newer shapes of the small feathered hats. The heron has lent its feathers to this sort of hat and the result is good when only the smaller feathers have been used. The gayer plumage of the pheasant, however, is newer than almost any other, for it has not before been made up in these little feathered turbans so close fitting and becoming. A stiff feather dyed in colors to match any dress is being much used on this type of small hat. The feathers are placed singly all over the crown of the chapeau and stand up like a ruffled hen's feathers would. In a deep Belgian blue the effect is charming and quite unusual.

A distinctly new shape is the Watteau poke developed in fur. This is going to be a rather difficult thing to wear, but as we are destined to see it quite often, perhaps we might just as well recognise the trend. The trimmings to be used on these bonnets will be of burnt goose and drenched ostrich.

The time was that an ostrich feather caught in the rain was a lamentable sight indeed. Now we pay fabulous sums to have our feathers look not only as if they had been left in the rain, but to look plucked and thin as if we had had them for years.

It is not ill advised to repeat our information as to the vogue for kid on all hats. Indeed, it seems that leather and kid are to supplant almost all trimmings used heretofore, at least for the sports and tailleur hats. It is not impossible to ornament black patent leather with wool stitches, as we have been astonished to see on many of the smart little motor hats recently brought out. In fact, these are made gay indeed with woollen flowers crocheted in the brightest of colors. This sort of trimming seems especially suited to the patent leather hat, much more so than any other could possibly be. The long bright stitches are easily done and serve as the only trimming on a narrow brimmed straight round sailor. A gros grain ribbon tied in the same sort of flat bow seen on men's hats is the only other trimming.

The kid sports hat is new and unusual enough to be distinctly interesting. It is not made entirely of the kid, as a combination either of the material of one's sport suit or of brilliant velvet is employed. Patent leather and Angora is good, too. The soft Angora takes away the look of harshness the leather might otherwise have.

The veil is to be quite important this winter, we are told. It is often supplied with a collar of tulle or malines which is frilled or box pleated and fastens tight around the neck just like a dog collar. The veil is sewed onto this, so that fastening the collar at the back of the neck also fastens the veil over the hat. Still another model is the veil with its band of Angora reaching sometimes nearly down to the hips.

The fashion of repeating the trimming on the hat as a trimming on the veil is very smart. For instance a wide sailor shape which has its crown and brim outlined with chenille threads has these chenille threads repeated along the edge of the veil in the same color as those on the hat, while the veil itself may be of an entirely different color.

Some of the newer veils are really streamers set on at the back of the hat and so arranged that they drape around the throat and are worn wrapped about the arm. These are often ornamented with fronds of glycerined ostrich and again they are finished with the same bright wool stitches which will trim everything this winter. There is nothing which can make one quite so conspicuous as a veil and discreet women choose their veils with the same great care and good taste evidenced in the selection of all of their apparel. Again nothing so mars the perfection of a perfect whole as a veil which is not entirely fresh or new.

Returning to our hats—a new ornamentation is seen in bright steel buttons which are placed close together along the edge of one of the smart kid sailors. These little round buttons make a shining line along the edge and are repeated in a circle about the crown also. They resemble a string of beads and are unusual enough to be distinctly pleasing. A very smart serge dress, with a short Eton jacket, has a thread of these shining buttons along the bottom of the little coat. At each side two larger steel buttons are placed to end the row.

It is in this way that the same sort of trimming used on hats will also be used on dresses during the winter—for the fashion of making hats and frocks out of the same material will not pass with the summer.

New Dinner Gowns

By Rita Stuyvesant

Warm weather gowns for dinner are being shown in all their rich splendor, and the matron will have a wide selection to choose from this season. Satins and laces, fine net, flowered georgette, soft taffeta and chiffon are all represented at the tables of the smart set and on the fashionable roof gardens where the Summer tourist enjoys dinner. One can strongly feel the foreign influence that has invaded women's apparel, especially evening gowns, with their subtle Oriental beauty.

Ostrich plumes are being revived, but this time one wears them on her gown and not on her hat. A Premet model was recently worn at a dinner party and was indeed beautiful. It was of black satin combined with sparkling jet and ornamented with fluffy ostrich tips. There was a foundation frock of the black satin, nun-like in its simplicity.

Over this was a net tunic, open in the front and embroidered in jet beads and tipped with ostrich here and there. The bodice was a mere wisp of black satin, bound snugly about the figure and draped over the shoulders with net. Instead of a corsage bouquet there was an ostrich plume thrust into the belt at the bold angle of a cavalier's sword.

Coral pink taffeta and ecru tulle combined their charms into another inspiring creation for dinner wear. The skirt was so cleverly draped that it in no way destroyed the slim silhouette, for it was lifted to form a puff on the right hip and held in place by a bunch of flowers. The left side fell into a graceful loop and narrowed delightfully at the bottom.

Bands of draped tulle in an ecru shade over flesh satin formed the alluring little bodice, while there was a diagonal band of velvet in a deep coral tone that crossed the figure to the left side. Transparent sleeves of the tulle veiled the arms.

Turquoise blue brocaded in silver created a very distinctive gown for a "lady of Titian Locks."

It was a semi-fitted Princess model, draped to form a cascade at the left side. The top of the bodice reached to a point, near the left under arm, and was filled in with a tight-fitting foundation of silver tissue. A deep red poinsetta was caught at the skirt drapery and was the only trimming save a few strands of pearl beads that held the gown in place over the shoulders.

Among the flowered georgettes so popular this Summer, is a smart gown for informal dinner wear, combining figured material with plain taupe crepe. There was an under blouse and skirt of the taupe with tunic and jumper of the figured material. The only ornament was a string of great wooden beads in a peculiar shade of blue that gave quite a distinctive air to this lovely gown.

When My Boy Comes Home

By Mimosa

Wrinkles and Grey Hair Must Disappear

Two years can make a great change in a woman's appearance at any time, but two years of war worries often adds ten years to one's apparent age, and this was what the two years during which her husband has been away had done to Gladys Summers. She had aged tremendously, little lines and wrinkles had formed round her eyes, and deep lines around the mouth, and her hair had become tinged with grey. In fact, she was in despair as to what the man who had left her looking so young and fit would think of her when he returned.

Six Weeks to Effect a Transformation

When she came to confide her troubles to me she had just six weeks in which to improve herself, for by that time he was due home.

Six weeks isn't long but I felt sure that if she really tried she could make a very great improvement.

Removing the Wrinkles

To smooth out the wrinkles I made her get a little pure mercolised wax, and rub it gently into her face and neck every night, working the wax into the skin very carefully, and rubbing always in an upward and outward direction. Mercolised wax has the effect of gently and imperceptibly peeling off all the dead skin, and with it the lines and wrinkles, which, as you probably know, are only on the outer skin and not beneath it as so many people think. Every night the wax was applied evenly all over the face, and gradually the old skin and the wrinkles disappeared, and the fresh young complexion underneath soon became apparent, soft, smooth, and clear.

Restoring the Grey Hair

Hair dyes are an abomination; Gladys and I were both agreed on that point, and what was far more important she was dreadfully afraid that if she used a dye, the color might not be quite the same as her own, and that her husband would notice the difference.

I advised her to get two ounces of tammalite, and to use it regularly for a week. The tammalite should be mixed with three ounces of Bay Rum, and applied to the roots with a small sponge.

Once a fortnight I told her she must shampoo her hair, so as to keep it in good condition, and for this she used a dessert-spoonful of stallax dissolved in warm water. After a stallax shampoo it is not necessary to rinse the hair, as the hair is left soft and silky with a natural wave, which is most pleasing.

The Finishing Touches

Instead of using powder Gladys got an ounce of cleminite and dissolved it in water. This she dabbed over her face and neck, and allowed it to dry on the skin, while to give a slight color to the cheeks, she applied a little colliandum with a piece of cotton wool. Colliandum is quite unique, as it cannot be detected, and as the atmosphere of the room grows warmer so the color deepens slightly giving an absolutely natural appearance.

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seen it often, no doubt;

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Do you realize that it does for your skin something that no cold cream can do?

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Every woman who knows how to make her skin look its loveliest has found that, necessary as a cold cream is, it is not enough.

She knows that the skin also needs the protection a greaseless cream gives—a cream that can be applied while dressing, before going out.

Whenever your skin feels dry or drawn, or your face shows fatigue, you will find an application of Pond's Vanishing Cream remarkably refreshing. Entirely free from oil and absolutely greaseless, it lies cool and smooth on the skin for an instant, then vanishes.

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The famous skin specialist, Dr. William Allen Pusey, says that people with coarse pores and large fat glands should avoid fatty toilet preparations. If your skin is inclined to be coarse-pored and too oily, you will find Pond's Vanishing Cream ideally suited to your skin.

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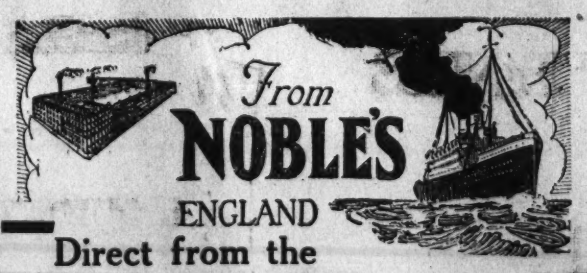

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AUTOMOBILES

SHANGHAI, SUNDAY, OCTOBER 5, 1919

FEDERAL TRUCKS USED BY BIG 'FRISCO HOUSE

Machines Are Utilised By Furniture Concern For Hauling Goods Long Distances

Shipping by truck, thereby effecting a considerable saving over previous methods, has just been inaugurated by one of the largest furniture houses of San Francisco, which after several experimental runs has finally decided to hereafter handle its entire delivery problem in this manner, eliminating the railroad entirely, for country deliveries.

Such is the information gleaned by the William L. Hughson Company, distributer of the Federal trucks in San Francisco, which was vitally interested in the first run of the Federal owned by Joseph McGorrey, in delivering furniture to Dinuba, a distance of 236 miles.

Practicability Feasible

That the practicability of using motor trucks for this purpose is feasible, is found in the fact that the Federal left San Francisco for its long run and after making deliveries at Livermore, Tracy, Fresno and Dinuba returned to San Francisco 28 hours later after covering this big mileage without a stop except for deliveries.

The policy of the concern in delivering goods free, over long distances, is a novel one, and doing it entirely by motor truck is just another step forward in solving the transportation problem of the merchant. Shipping by motor truck is not intended as a freak stunt, but based on good business logic, and for the purpose of effecting a big saving in its shipping department, and at the same time effecting a considerable saving to the consumer, as well as giving him a quick service.

Saving Considerable

Mr. A. S. Miller, head of the shipdepartment when interviewed reregarding this new policy, pointed out, that by shipping by truck, which necessitated only one handling, a considerable saving is effected over the many claims that are made yearly for breakages when shipped by railroad, which oftentimes calls for seven or eight rehandlings.

"Not only do we render the customer a speedy service, but with the policy of giving a free delivery service direct to his home we are permitted to have our own men set up this furniture in the customer's own home, polishing if necessary; but we likewise save the consumer the expense and trouble fo engaging a local expressman to cart it from the railroad freight shed," he declared.

Truck One Way

"This policy could only be put into effect through the use of motor trucks. By using the motor trucks we are permitted to ship without packing and crating, using only such covering that prevent rubbing, and thereby saving a considerable sum that has been expended yearly for lumber or packing cases.

"The question of responsibility for breakage has always been the bugbear for the furniture dealer, involving numerous claims and arguments with both the railroads and consumer, which by the newer method of shipping are entirely eliminated. Considering the fact that when furniture leaves our establishment for distant points it was necessary to crate and pack, deliver by truck to railroad freight station, handled two or three times at that point, then taken by railroad to destination, which often necessitated the rehandling to another freight car, and finally after reaching the city of destination, thrown on a freight platform, and then picked up by a local express company, and finally delivered to consumer, one can readily see the possibility for breakage, especially for freight articles."

The Federal made the return run from Dinuba, 237 miles, in sixteen hours, through the torrid heat of the valley, with only two stops, which shows that motor trucks, through their dependability, can very readily be depended upon to take the place of the railroads for short hauls and work of this nature.

LONDON FLYING CLUB

Has Magnificent Facilities at Hendon—Lord Lonsdale Is Preisdent

The London Flying Club at Hendon starts off auspiciously with a notable array of officials and a building with a hall large enough to accommodate 2,000 persons and 50 sleeping rooms. There is an aerodrome of eighty acres where it is intended to maintain airplanes for the use of members, either for solo flying or as passengers in parties. A flying school for the teaching of aeronautics will be maintained.

The President is Lord Lonsdale, and the Vice Presidents include Lord Willoughby de Broke, the Duke of Rutland, the Marquis of Cholmondeley, Viscount Curzon, Sir Arthur du Cros, Lord D'Abernon, Lieut. Gen. Sir David Henderson, Lieut. Col. Cecil Grenfell, Major Gen. Sir John Seely, Admiral Sir Edward Seymour, and Lord Ribblesdale.

The Ritz Hotel is the London headquarters, and between the two a service of cars for the benefit of members will be maintained. The annual dues are 10 guineas, but present or retired officers of the Royal Air Force have membership privileges for 5 guineas.

More Roads Needed In Western States

Proportion Of Good Highways Is Small While Sales Of Cars Are Heavy

The number of good roads in any locality does not depend on the number of automobiles in that section. This fact is brought out by investigations of road conditions in many parts of the country by Edward S. Jordan, president of the Jordan Motor Car Company.

It was the universal prosperity of farmers throughout the Middle West as reflected in their demand for distinctive automobiles that led Mr. Jordan to start his investigation of road conditions.

With the announcement of the new Jordan models, the Silhouette and Playboy, orders for them began to pour in from the farming districts. Farmers were apparently able for the first time to get the sort of automobile they had always longed for. This led Mr. Jordan to find out what sort of roads were available to run the new cars on.

"In Iowa," writes Mr. Jordan "there is an automobile for every seven people, but there are 1,400 automobiles to every mile of improved road. It is about the same in South Dakoto, where they have an automobile for every nine people and 800 cars for every mile of improved road.

"As we come East we find in Ohio 13 people per automobile and 13 automobiles per mile of improved road. In Massachusetts there are 22 people for every car and a mile of improved road for every 19 cars. New Jersey has 24 persons for every automobile and 23 cars for every mile of improved roads.

"The Government realises the need of better roads. It estimates that there are 6,146,617 automobile owners in the United States. It has appropriated $168,550,000 for road improvement. This will be apportioned among the States, each of which must, in turn, appropriate an amount equal to its Federal allotment.

"If every automobile owner in the United States—and, remember, there are 6,146,617 of them—would make one active step toward boosting good roads, the highways in this country would improve in short order. Let us all do some one thing now to help the good roads cause along."

IOWA OWNERS SHOCKED AT HIGH LICENSE FEES

Must Pay One Percent Of Valuation Plus 40 Cents For Each 100 Pounds

Owners of cars in Iowa recently got their first official announcement of what license fees would be under the road laws passed by the recent session of the Iowa Legislature. For those owners who had not taken time to figure out their fees the announcement came something as a shock.

The law bases the fee on one percent of the valuation as fixed by the State Executive Council plus 40 cents for each 100 pounds of weight. The State Highway Commission has figured fees on this year's standard models of some of the leading cars as follows: Buick, $26.60; Cadillac, $19.40; Ford, $12 to $16; Hudson, $35.20; Dodge, $20.60; Locomobile, $71; Mercer, $61; Overland, $19.60; Packard, $69; Paige, $36; Peerless, $41.

Officials of the State Department are preparing tables for use of the county treasurers in collection of fees to show what the registration fees will be on all cars as far back as 1913.

ENERGISED KEROSENE

Five gallons of kerosene, with one pound of commercial sulphuric ether, will do practically exactly the same as a good grade of gasolene. The ether costs somewhere in the neighborhood of 56 cents a pound.

RUSTY SCREW THREADS

A mixture of flake graphite and grease applied to the screw threads is excellent in preventing the formation of rust, which causes the part to stick just when it is most inconvenient.

Mack

7½ ton Mack Lorry makes daily trips over steep hills from Havana to Bahia Honda, Cuba, traveling 60 miles daily loaded with from 7 to 9½ tons of fruit and produce—a new record for efficiency in this district.

When you select your motor lorry, bear in mind that the Mack Lorry enjcys exceptional favor all over the world.

The Mack Lorry has set new high records for heavy lorry performance. In speed, endurance, and strength in carrying capacity loads at lowest ton-mile costs the Mack is supreme.

Built complete in Mack factories of carefully tested materials—not assembled of parts purchased in the open market.

Responsible and energetic dealers required in each District

INTERNATIONAL MOTOR COMPANY, New York, U. S. A.
5 State Street 44 Whitehall Street
Factories: Plainfield, N. J., Allentown, Pa.
Cable Address: Intertruck, Newyork All Standard Codes used

The Personal Equation Tyre

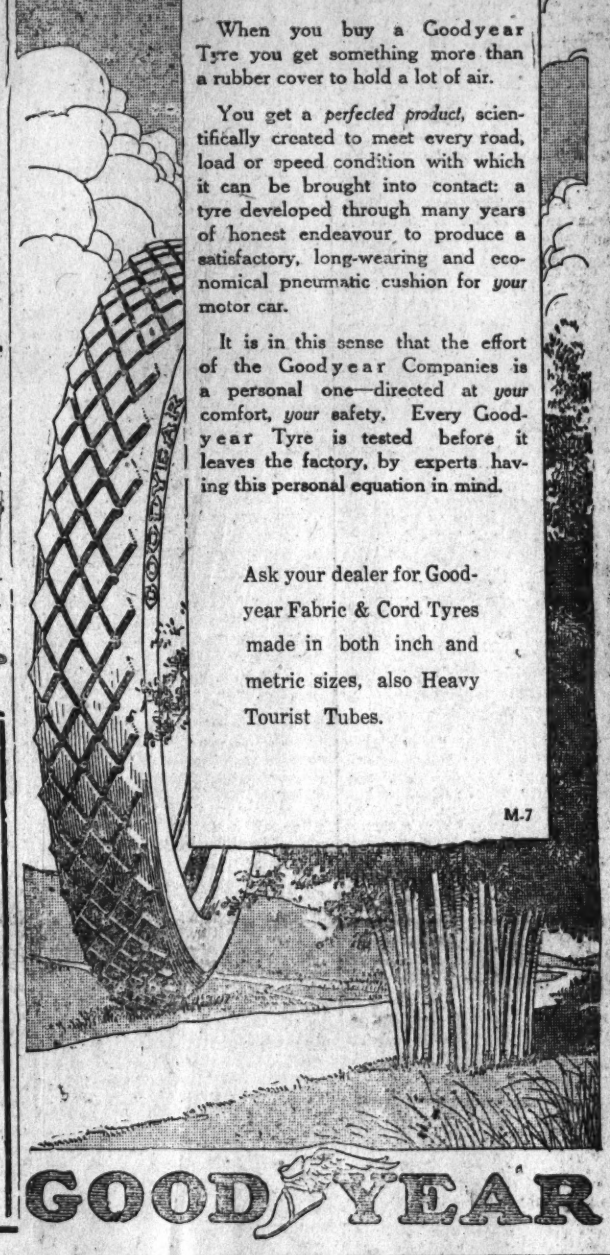
When you buy a Goodyear Tyre you get something more than a rubber cover to hold a lot of air.

You get a *perfected product*, scientifically created to meet every road, load or speed condition with which it can be brought into contact: a tyre developed through many years of honest endeavour to produce a satisfactory, long-wearing and economical pneumatic cushion for *your* motor car.

It is in this sense that the effort of the Goodyear Companies is a personal one—directed at *your* comfort, *your* safety. Every Goodyear Tyre is tested before it leaves the factory, by experts having this personal equation in mind.

Ask your dealer for Goodyear Fabric & Cord Tyres made in both inch and metric sizes, also Heavy Tourist Tubes.

M-7

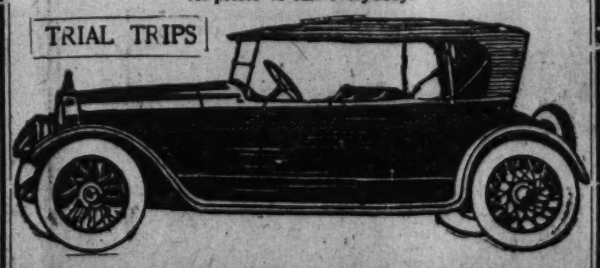


GOODYEAR

TRIUMPH
MOTOR CYCLES
Write for Lists to:
Triumph Motor Cycle Co.,
Coventry, England.

Historic Fact.
The first British Motor Cycle used in the war by the French and Italian armies was the TRIUMPH. But the British Armies soon insisted that the entire output of the famous TRIUMPH Motor Cycles should be reserved to them and them alone.
This is the finest tribute that can be paid to the production of any manufacturer.

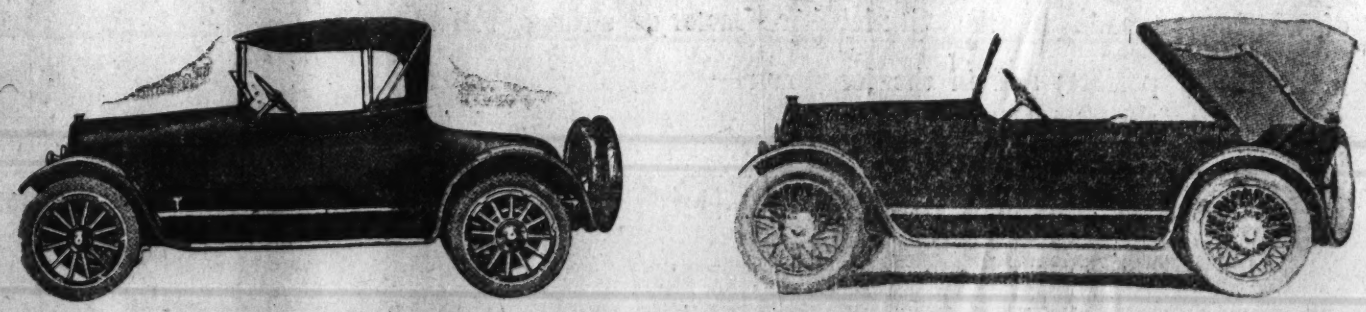
CARS New and Second-hand CARS
FOR SALE
All the well-known makes—4, 6, 8 and 12 Cylinders
ROADSTERS, TOURING CARS, LANDAULETTES, LIMOUSINES.
At prices to suit everybody.



AUTO CASTLE 228 Avenue Joffre (Opp. French Fire Station): 'Phone, C. 402

KING EIGHT CYLINDER

"THE CAR OF NO REGRETS"



TRULY CHARMING CARS
THESE NEW KING MODELS

YOU who desire handsome cars, seating three to five persons in luxurious comfort, will be delighted with the new series of King Cars. Each is one of the smart cars of the season, and just as good as it is handsome.

THE most exacting persons agree that the King Foursome and Three-Passenger Roadster are two of the unusual cars. They are full of attractive style without the suggestion of any freakishness in design.

THEIR dignity, their long graceful lines, the roominess of the body, the rich genuine leather upholstery, the lustre of the finish, make these cars worthy to be chosen by discriminating purchasers.

THESE splendid bodies are mounted on the famous King Chassis, distinguished for its fine service in war work, and the sturdiness of its entire construction.

FIVE SPLENDID BODY TYPES

Seven-Passenger Touring Car Seven-Passenger Sedan King Foursome Three-Passenger Roadster Seven-Passenger Limousine

CENTRAL CARAGE OR
ARKELL AND DOUGLAS, INC.
38 Canton Road *Distributors* Phone C. 2002

AMERICAN ENGINEERS STUDY GERMAN TRUCKS

Will Do Research Work On Lorries Taken Over Under Armistice Rules

Representatives of the Society of Automotive Engineers, the National Automobile Chamber of Commerce, and the Motor and Accessory Manufacturers Association, in conference with officers of the Motor Transport Corps of the American Army, have formulated plans for the research investigation of the 47 German motor trucks recently brought to the United States by Lieut. Col. A. J. Slade under the terms of the armistice.

They were selected by Colonel Slade from the 1,250 turned over by Germany to the United States. They represent the best available samples of current German practice in truck construction. The Motor Transport Corps made preliminary plans for testing and examining them, inviting co-operation of the industry in the matter.

L. P. Kalb will have charge of the work. He will represent the three associations. He is Chairman of the Truck Standards Division of the Standards Committee of the Society of Automotive Engineers. During the war he was a Major in the Motor Transport Corps and took a leading part in the standardisation of the army motor truck.

After a general study has been made of the trucks it has been suggested that some of the important parts be lent to manufacturers who may wish to make a closer study of the engine, carburetor, transmission, and magneto. It is possible that such an arrangement may be worked out with the understanding that a complete report of each study will be made available to the Motor Transport Corps and to the industry in general.

190,000 MILES BY TRUCK

Pierce-Arrow Fleet Distributes 60,000 Loaves Daily

Between 60,000 and 70,000 loaves of bread, product of Dexter's Bakery of Springfield, Mass., are distributed nightly by a fleet of Pierce-Arrow trucks. The delivery is made with a regularity not possible with any other form of transportation.

Prevention of spoilage, reduction of transportation costs and insurance against delivery disappointments are provided by the fleet, which comprises seven five-tonners, equipped with covered bodies.

Cross United States In Pierce-Arrow Car For Less Than $300

Inexpensive Trip Made By Four People From New York To San Francisco

Homer F. Lemon arrived in San Francisco on Saturday, July 12, from New York, which he left on June 15, in a Pierce Arrow, weighing with equipment, 8,000 pounds. He followed the Lincoln highway from coast to coast, traveling from New York to Philadelphia, thence through Pittsburg, Cleveland, Detroit, Chicago to Salt Lake City and Reno, around Lake Tahoe to Tallac, to Sacramento and around San Jose to San Francisco.

On this trip 4,037 miles were covered, the cost for four people, however, being less than $300, including all expenses, Lemon's party camping out all the way.

The small amount expended for all four people, he said, was largely due to lack of tire trouble, as the original air put into the tires at New York was still in them upon arrival at San Francisco.

They report the roads in good condition all the way, with the exception that Omaha had to be cut out because of impassable roads due to rains. They therefore took the B. line cutoff from Missouri Valley, Iowa, to Fremont, Nebraska, saving about forty miles.

Hit Desert Land

Cheyenne, Wyo., is maintaining wonderful camping grounds for Lincoln highway tourists. The desert was hit about 30 miles west of Salt Lake City and extends 600 miles west, practically to Reno, Nev.

If the radiator is in working order, there is no necessity for carrying extra water on the trip with the exception of that needed for drinking.

Lemon believes, however, that no one should attempt to make the trip across the continent without a motometer on the radiator.

Lemon also reports that camping grounds are available all along the Lincoln highway and hospitality is shown to all tourists taking this route.

Petrol Comes High

The highest price paid for gasoline was 40c per gallon, which was charged in northern Colorado some 150 miles from the railroad.

The average price paid on the entire trip was 28c per gallon. Stromberg carburetor was used on this big 66 Pierce and the mileage obtained all the way was eleven miles to the gallon. The entire trip was made without trouble of any kind.

Four Lee tires applied at New York are still on the car and the original air, as stated above, is still contained in the tubes. In place of the regular equipment on this car, which is 38x5½, 37x5 cords were used.

Lemon is very emphatic in the statement that he would rather cross the continent via the "Lee way" over the Lincoln route than by rail.

Cadillacs Take All Trophies In Camp Curry Event

Cadillac cars won all the prizes in the decorated parade recently held at Camp Curry. The two Cadillacs which secured first and second honors, respectively, were decorated on the outside with California poppies and Sierra evergreens, and on the inside with good-looking girls from both Southern and Northern California.

First prize was awarded to the Cadillac driven by Miss Katherine Saunders of Los Angeles and Merced. It was occupied by a party of young ladies from Los Angeles, who sang "I Love You California" in front of the judges stand. Their car was covered with large California poppies and evergreens.

In the second prize-winning Cadillac were seated Misses Marion, Helen, Zella and Mrs. J. E. McCreary of Berkeley, Miss Helen and Mrs. Burton Boyle, Miss Octavia Johnson and Miss Mabel Toner of San Francisco and Berkeley.

Foster Curry in his own Cadillac drove the official car of parade, which was witnessed by more than a thousand Camp Curry guests.

Grind Pump Spindle To Check The Leaks

In some instances the stem of the water pump has become so worn, usually in annular groove, that the pump cannot be packed to make it tight. When this happens the only thing to do is to remove the spindle, true it up on the lathe and have a new bushing fitted to it. After this if hemp soaked in tallow, wicking or some other good packing is used the joint can be made tight.

MUFFLER EXPLOSIONS

Explosions in the muffler are caused by the presence of a fuel charge not ignited during the previous stroke of the engine. If these explosions are frequent there is a basic cause, which will be either too rich a mixture or some trouble in the electrical system. Muffler explosions therefore must be taken as a symptom of some deeper trouble which should be immediately eliminated.

DEMAND AMERICAN CARS IN ALL PARTS OF WORLD

Export Department Of King Motor Car Company Is Swamped With Orders

With a very favorable report on the progress being made by the Detroit automobile factories toward peace time production requirements W. R. Vogeler of the King Car Corporation in New York returned from the West after a visit to the King factory and a general investigation of conditions.

"Dealers in large numbers are arriving in Detroit on every train and pressing the factories very hard for cars," he says. "The factories in turn are speeding up tremendously and beginning to get into the position where they can send these dealers back home again with at least some cars, which is more than could be said of the situation a few weeks ago.

"I went out to the King factory with an order for seven carloads of King eights for New York. The factory managed to let me have two carloads at this time, which certainly is making some headway. The King factory has tripled its production since March and hopes very soon to catch up to the demand. I intend to go right back there next week for my five other carloads.

"And it is not only New York and other big cities that need cars. Our export department is swamped with orders. The American built car is in tremendous demand all over the world."

CARBURETER AIR VENT

An air vent is put in the bowl of a carbureter to equalise the pressure between the gasoline in the bowl and the atmosphere, to obviate the formation of a vacuum in the bowl.

Wabbly Rear Wheels Source Of Trouble

Lack of attention to the way the rear wheels are running is a source of subsequent financial loss to automobilists. It seems that nowadays there are more cars with wabbly rear wheels than ever before.

This may be because the demountable rim lugs are not fully clinched up so that the wheel runs evenly. It all makes for wear on tires and shortens their life.

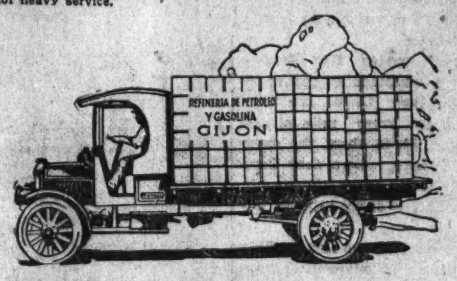
From the back it gives the car, as it moves away, a sort of pacing gait. The front wheels are running in one line and the rear wheels are wabbling in another.

How you can save Time, Driver-Expense and Money

The low operating cost of the Federal Motor Lorry is working economies for thousands of great industries. So perfect is its mechanical construction that it can deliver efficient service month after month with practically no loss of time for repairs.

Concerns who need speedy, inexpensive and dependable deliveries are more and more turning to the Federal. Being made of thoroughly tested materials, it is practically indestructible and can be driven hard and fast with a minimum of care and attention.

A personal investigation will prove to you that the Federal Motor Lorry is the ideal lorry for heavy service.



Immediate Deliveries

1 ton $1900 1½ ton $2350 2 ton $2600
3½ ton $3350 5 ton $4400 F. O. B. Detroit

Write us today for free magazine "Traffic News"

Federal Motor Truck Company

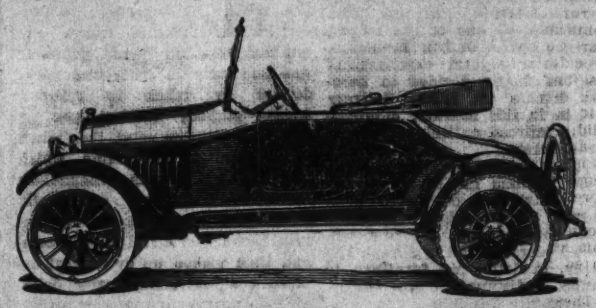
Factory—Detroit, Mich., U. S. A. Foreign Dept.—16 Broadway, New York, U. S. A.

FEDERAL

MAXWELL CARS

IF there is one lesson that all humanity has learned from the recent war, it is thrift. Never before has the whole human race realized so thoroughly its important bearing on the successful outcome of all human endeavor.

The Maxwell Motor Car, as a genuine thrift car, has taken its place in a class by itself.



The original price is lower than you would expect. But the true investment value of a Maxwell Car is more apparent to the owner as the days go by. Its saving of petrol, tyres, and spares is proverbial. It systematically shuns the repair shop.

Many Maxwell owners claim their car will run 30 miles per gallon of petrol, and that their tyres wear miles longer. Be sure to see today's Maxwell. Ask the price. You'll buy it.

MAXWELL MOTOR CO., Inc.
OF DETROIT, MICH.

John D. Williams and Company
Export Distributors
2 Rector Street, New York

Cable Address: "Liandum.—New York"

Maxwell
More miles per gallon
More miles on tyres

E. W. FRAZAR & CO., 5 Rue de Paris, Tientsin.
THE SHANGHAI GARAGE CO., LTD., Bubbling Well Road, Shanghai
SILVA-NETTO & CO., Hongkong.

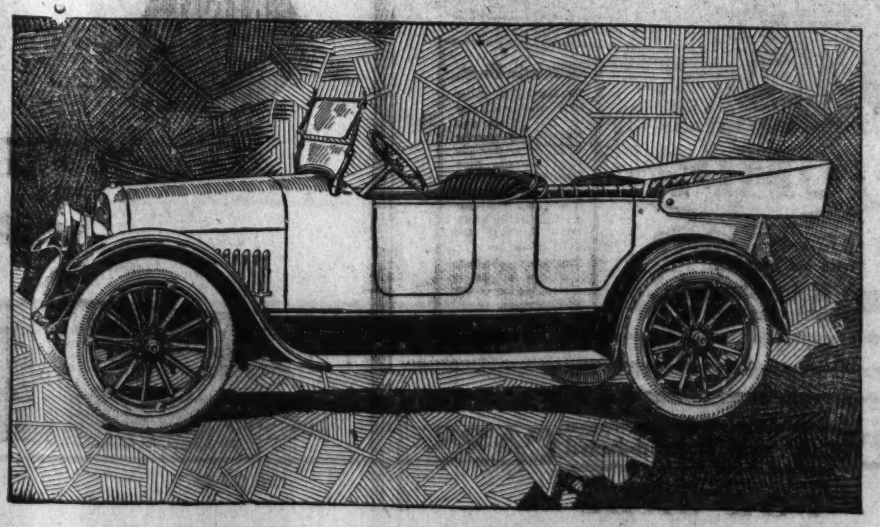
Studebaker

The New Model, Studebaker Light Four has a beauty of line and finish, a certain distinction of design, that can be found in no other car of its class,—but after all, the real value is in the engine and chassis, every single vital part of which is made in the Studebaker factory, strong, reliable, mechanically perfect; and in the long run—

IT'S THE ENGINE AND CHASSIS THAT COUNT

A CAR VALUE OF EXCEPTIONAL MERIT

POWER—BEAUTY—ECONOMY



SOLE AGENTS

The Shanghai Horse Bazaar & Motor Co., Ltd.

Garage Telephones West 1641—1642—1643

GOODYEAR CUSHION TIRES HAVE SERVICE RECORDS

Run 40,000 To 50,000 Miles On Trucks Of Newark Express Company

It is coming to be generally known that different fields of motor truck service require different types of tire equipment. For instance, it is fairly well known the solid rubber tires are economical equipment on trucks engaged in slow-speed, heavy-duty service, and that pneumatics give good returns in long distance transport, interurban freighting, and general trucking where cushioning and traction are essential. These two major types of tires find their greatest usefulness in separate class of service.

There is, however, another type of tire, designed after years of research by tire engineers, meeting the needs of light trucks obliged to run frequently over bad pavements and roads. This is the Goodyear Cushion type of truck tire, so called because of the ample cushioning effect it provides for both load and truck mechanism.

It is neither a pneumatic nor a solid, but a modification of both, in appearance resembling a solid. It is constructed of exceedingly tough rubber, is much softer and more resilient than a solid, with an egg-shaped hollow running around the tire just inside the base. This hollow takes care of the distorted rubber as it rolls along the street.

These tires are best adapted for use on all the wheels on ¾ ton and one ton trucks and on the front wheels of 1½ ton and two ton trucks operating at speeds up to 25 miles an hour. A long period was devoted to road tests before they were offered to the public, and now several years of exacting service attest their worth under many difficult conditions.

A specially notable feature is the tenacious construction which holds the tire firmly to the rim. Hook-like flanges hold the tire in a gripping vise, so that no matter what the road conditions, the tire adheres tenaciously to its rim.

In actual service mileages ranging from 25,000 to 55,000 have been recorded. But the larger saving effected by reduced vibration and increased hauling radius must not be overlooked in computing its value to the truck owner. Owing to their unusual cushioning qualities they are valued as much for their reduction of mechanical repair expense as for the life of the tires themselves.

Of their performance on two-ton trucks of the Moreland Express Company of Newark, N. J., William Moreland, president of that company, say: "In three years of punishing service these tires have run 40,000 to 45,000 miles each. We consider this mileage wonderful. Our business requires trucks to travel over all parts of the state and over all conditions of roads. These tires have gone through without trouble and have protected the trucks, so that our repair bills are very much less than ordinary in this class of work."

Another instance of the satisfactory service rendered by these Cushion tires is the experience of the Boston Store, at Chicago. Two years ago three trucks were equipped with Goodyear cushions, with results that led to the fitting up of the store's entire fleet of 22 trucks on these tires.

One result that soon followed was an approximate saving of 25 percent in truck maintenance costs. To date the average mileage has mounted to 30,114, with satisfaction in every respect.

TEMPLAR SHOWS ECONOMY

Covers 23 Miles on One Gallon of Gasolene

Averaging 23 miles a gallon of gasolene and 1,504 miles a gallon of oil the Templar, with its Templar top valve motor, again demonstrated its economy in the recent Camp Curry-Yosemite Valley Economy Run out of Los Angeles.

This annual event is regarded as the most gruelling trial held on the Pacific coast. The course, which totals 376.8 miles, leads over hazardous mountain roads and up steep grades. An altitude of 6,000 feet is attained before the goal, at the top of one of the Sierra peaks, is reached. Because of the stiff grades and sharp turns the course demands an abundance of reserve power in the competing cars and the most skilful driving. The recent contest was made more difficult and hazardous because of the fact that 100 miles of the route had been visited by a cloudburst just prior to the start of the race.

The Templar with its load weighed 3,570 pounds. It consumed 16.3 gallons of gasolene in covering the 376 miles, giving it an average ton mileage of forty-one.

REMOVING A VALVE

To tackle a valve replacement single handed when you have not a valve lifting device is not easy until you know how. There is, however, a simple way of doing it. Simply interpose a piece of packing (almost anything will do) between the valve cap and the valve head; refix the valve cap and then the packing will prevent the valve's rising. It is then a comparatively easy matter to lift the string, take out the cotter, etc.

BRITISH DEMAND CARS FROM UNITED STATES

Government Decides To Permit 5,000 American Automobiles, Lighning Ban

Finding it impossible to get along without American-made cars and trucks, the British Government, according to cable despatches from London, has decided to permit the importation of 5,000 American motor cars.

The tremendously high price of British cars and the utter inability of the British manufacturers to meet the public's demand for cars was what brought about this change of policy of the Government.

The 5,000 automobiles to be admitted range from flivers to the highestpriced American makes. As the importers, most of whom are British, must pay not only a 33 1-3 percent duty, but also part of the freight charges and insurance, the machines probably will be sold for 40 or 50 percent more than in the American market, but even then they will be much cheaper than British makes.

More than two-thirds of the importers of American cars are British and they have strongly protested to the Government that their business has been almost killed during a period when British manufacturers have had an opportunity to place their cars on the market.

Partly due to labor troubles, this has been impossible, and prices in consequence have been the grossest kind of profiteering. It is not altruism that is permitting these American cars to be imported, but the fact that the public's demand remains unsatisfied by home production and that the people are unwilling to pay the extortionate sums created by an embargo on American products. In the four years from 1912 to 1915 approximately 63,000 American cars were imported, so that the present new allowance is about one-twelfth that amount.

There appears to be no immediate prospect of a futher drastic attack on the British producer by the rasing of the embargo on American manufactures. The Daily News says that the best way to attack profiteering is to withdraw the embargo on the free import of such articles as clothing boots, shoes and furniture.

RIM PAINT

Car owners should be reminded that shellac is not satisfactory for painting rims; it peals off too quickly. Graphite paint is better for this purpose and even ordinary paint is

Auto Trade Notes

The United States Tire Company has in its records proof that a bullet fired into one of its nobby cord pneumatic truck tires at Camp McClellan, Anniston, Ala., failed to puncture it. The bullet embedded itself in the thread, but did not pierce the fabric, and remained there for several months before it was removed.

The All American Sales Corporation of 1,836 Broadway has been organised to cover the distribution in the Eastern territory of the Case motor car.

To prepare for its increasing business, the Franklin Automobile Company has started construction on a new $500,000 factory at Syracuse. Facilities will soon be provided for an annual output of 18,000 cars.

Dr. Stanley M. Rinehart of Pittsburgh has purchased a Winton Six as a gift for his wife, Mary Roberts Rinehart novelist.

William J. Ryan, Vice President of the Pressman Tire and Rubber Company, announces that plans are being made to erect a six-story building in New York.

The Doble-Detroit Steam Motors Company and the Amalgamated Machinery Corporation of Chicago have joined forces, and the manufacture of Doble steam cars will be carried on in Chicago at the plant of the latter company.

The Goodyear Tire and Rubber Company is using an airplane to enable the managers of the cotton plantations at Phoenix, Ariz., to inspect operations quickly.

The new Cole aero eight cars are finished either in blue or gray, with upholstery to match.

CARRY 'TWO SPARES'

Carry at least two new tubes when going on a trip as even the tightest of patches may work loose on repaired tubes when driving.

HOW TO CLEAN THREADS

Every car owner who cares for his own vehicle has had more or less trouble with grit and other foreign matter getting into the threads of bolts or in the tapped holes about the chassis. It is hard to dislodge this dirt, except by a special thread cleaner of some kind. By taking a fairly stiff piece of wire and bending the two ends at right angles to the body of the device and filing the ends to fit the threads of the screw a very efficient little cleaner is produced.

Columbia Dry Batteries

Strength and Reliability

are of paramount importance in batteries. Both of these features are to be found in the Columbia. For all-round service they are positively unequaled.

If you need dependable current to run your motor car, give the Columbia a trial. You will never regret it, and we are sure you will become a Columbia enthusiast. They are suitable for either heavy or light work.

If you are looking for current to ring bells; operate telephones and signals; light lanterns; ignite tractors or motor boats, use Columbia Batteries.

Look for the Eagle Trade-Mark; it is a guarantee of efficiency and service.

The Fahnestock Spring Clip Binding Post, shown in the illustration, is a Columbia feature that sells batteries. With this Binding Post it is simply a matter of pressing down the spring and inserting the wire—and the connection is made.

DEALERS—Immediate deliveries can be made. Write for catalogues and details from

Anderson, Meyer & Co., Ltd,
4 Yuen Ming Yuen Road
Shanghai

KING "8"

KING owners do not worry

They know their car represents the skilled product of many years experience in manufacture for world wide trade. Reliable operation in 55 countries, under every climate and road condition, has long ago proved the all-around usefulness of this powerful eight cylinder car.

Possessing body lines of distinctive stylishness, luxurious upholstering, and beautiful finish, the KING affords just pride to owners in many lands

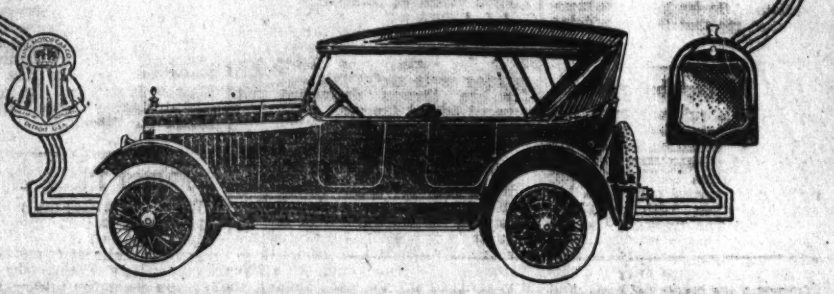
Durable construction by an old established manufacturer; great economy of upkeep and abundant hill-climbing power are other features of KING excellence.

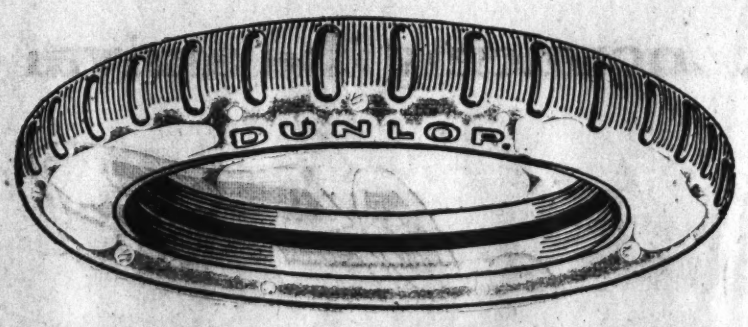
Four handsome body models:

7-passenger Touring Car
7-passenger Sedan (closed car)
4-passenger Foursome (sporting model)
2-passenger Road-King (speed model)

ARKELL & DOUGLAS, Inc.
38 Canton Road, Shanghai

KING MOTOR CAR COMPANY Export Department 1670 Broadway, New York, U.S.A.





We're actuated by Identical Motives!

It's reasonable for me to ask you to try Dunlop Motor Tyres and it's reasonable for you to do so; because your judgment is unbiassed until you have proved it in the round of everyday service—the good road and the bad, the good driver and the get-you-there-somehow-sort.

"A fair field and no favour" is all I ask for Dunlop Motor Tyres.

DUNLOP

RUBBER COMPANY, LIMITED

Founders throughout the World of the Pneumatic Tyre Industry.

Phone: Central 2248 20 Kiukiang Road Cables: "Pneumatic"

BODY BUILDERS CAUSE CLOSED CAR SHORTAGE

Production Forces Fail To Meet Insistent Demands Of Manufacturers

"In their rush to take care of buyers of open cars," says Harry J. DeBear, manager of the Maxwell-Chalmers New York branch, "many distributors failed to grasp the real situation as to closed cars in time to protect their trade during the Fall and early Winter.

"When I began to face a shortage of open Maxwell and Chalmers models last Spring, I realised that all the factories were bound to face a greater shortage in closed cars this coming Winter than they had ever experienced before, and I at once opened negotiations with high-class closed body builders in the metropolitan district. I also took steps to obtain from our factories a supply of Maxwell and Chalmers chassis upon which to mount such closed bodies as I could contract for at that time.

"These two reports are now working out admirably and I believe we are going to occupy a very enviable position when the rush comes for coupes, sedans, limousines, landaulets and town cars.

"It is going to be practically impossible for any distributor to cope with the approaching unavoidable situation unless he has had the foresight to prepare for his customers in this way. More than a month ago all of the body builders who supply car manufacturers threw up their hands and said, 'We not only cannot take any more orders but we cannot build half of the bodies already ordered.' Since then the body builders have reported, that they find their production forces slowing down, rather than speeding up.

"Within a very short time I hope to get a definite report from several body concerns specifying actual delivery dates. So far they have merely informed me that they are 'doing their best.'"

Clean The Distributor Head

Car owners should not forget that one part of the battery system which needs attention is the distributer head. When soot forms on this part it often enables the current to pass across from one terminal to another, with preignition as a result. The track of the distributor head should be kept clean and be touched up from time to time with a kerosene soaked rag. This will prevent its becoming dirty and will keep the motor button from sticking and cutting.

Cadillacs Prominent In The Follies Cast

Important Members Bring Cars Almost Onto The Stage In Production

It is said that actors bring every phase of their personality to bear in their conduct on the stage. If such is the case, Cadillacs will soon play a role on the Follies stage, for they are a part of the personality of every star.

Ned Wayburn, past master of all that is beautiful and harmonious, particularly in motor cars, in the painting of stage scenery, is a faithful exponent of the virtues of the Cadillac.

Marilyn Miller, "the daintiest of them all," who is the very essence of good taste on and off the stage, rides in her own Cadillac, and parks it within a step of the stage door at each performance.

Besides Mr. Wayburn and Miss Miller, eighteen other stars of the Follies have Cadillac cars. Irving Berlin, Eddie Cantor, Johnnie Dooley, Ben Ali Haggin and Gene Buck are among them, and all, noted for their recognition of good art and workmanship, are users and boosters of Cadillac.

Among the beautiful women who compose the Follies there are many Cadillac enthusiasts. Olive Osborne, Florence Crane, Mildred Sinclair, Betty Brown, Diana Allen, Pearl Eaton, Ethel Hallor, Dorothy Leeds, and De Lyle Alda, Prima Donna, drive their own.

The unusual array of Cadillacs outside the stage door of the New Amsterdam Theater, reminds one of the line-up of Cadillacs in front of the building in Versailles, France, where the peace conference was held.

DEFLECTION PREVENTS IT

In some cars the exhaust gases from the engine make riding unpleasant for occupants by swirling up over the rear seat. This condition may quickly be remedied by shaping a piece of tin or other sheet metal into the form of a deflector and clamping it to the end of the exhaust pipe by means of a large hose clamp or similar arrangement. When the outgoing gases strike this deflector, they are thrown downward and outward behind the car.

Multicylinder Carburetion

When one or more valves of a multicylinder engine need grinding in or are otherwise out of adjustment it is impossible for the single carburetor to furnish a correct mixture for all the cylinders. It is very important to keep the valve system of the multicylinder engine properly tuned up all the time.

SOLDIERS EMPLOYED ON STATE HIGHWAYS

Goodrich Rubber Company Makes Good Suggestion On Providing Jobs For Men

Thousands of soldiers coming back to civil life with a preference for out-door work, will find employment in building highways in their own States. Reports from State highway departments of eleven States, sent in to the R. F. Goodrich Rubber Company, say that 45,300 men will be employed on their roads this year, and that soldiers will be given the preference.

The States and the number of men needed follow:

Nevada	600
Mississippi	3,000
Nebraska	2,500
Georgia	9,000
Maryland	5,000
Minnesota	5,000
Massachusetts	3,000
Arizona	1,200
Deleware	3,500
Texas	7,500
Virginia	5,000
Total	45,300

Practically every State in the Union has a highway building program much larger than during any previous year in its history because of the inactivity during the past two years, and because of the new import focused on highway transportation by the war.

It is estimated that more than 250,000 soldiers will find work on the highways of the country. Many who were in transportation and supply work in the army will take up highway construction as their life work. With less than 10 percent of America's highways improved, a promising future is offered those entering this field.

TURPENTINE IN ENAMEL

Ordinary turpentine is a satisfactory medium for thinning enamel or varnish, as most motorists know. Some varnish manufacturers supply a special thinning liquid, which should be used in this instance. When it is desired to produce a quick-drying enamel try using alcohol for thinning.

ADJUST THOSE BRAKES

When the brakes are not adjusted equally, not only is there danger of skidding, but tires wear will result. When the brake on one side locks its wheel while the other is still revolving, the casing on the locked side is scraped along the ground, to the detriment of the tread.

Change Oil In The Car About Every 500 Miles

Motorists Would Save Dollars If More Attention Is Paid To Lubrication

"Many an automobile would be kept from going to the repair shop and many dollars saved by motorists if they would pay more attention to lubrication. It is advisable to change the oil in a car after it has been run 500 miles because after that it loses most of its lubricating qualities, according to experts," declared George Stowe, president of the Mitchell Motor Car Company of New York.

"There is no doubt a considerable percentage of cars that go into repair shops suffer from under-lubrication. Some motorists become careless in this respect and a stiff repair bill is the result. No car is so good that it will not suffer injury through improper care. We make it a point to impress on the minds of those who purchase Mitchells that lubrication is a matter that is of the greatest importance if they would have their car ready for use at all times. Burned out bearings are not only expensive but these also put the car out of commission while the repair work is being done."

GAS AND OIL HURT TIRES

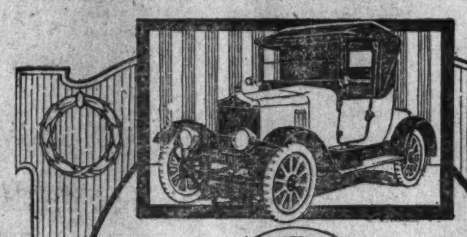
Oil and gasoline are deadly enemies to automobile tires. Take a small piece of rubber—a rubber band, for instance—and immerse it in gasoline. Watch it swell—grow before your eyes. Then after allowing it to soak for a short time just stretch that rubber—no life or vitality left. Gasoline has a similar effect on automobile tires. "Gas" eats a weak spot into the tread or sidewall as the case may be, and starts deterioration. Oil and grease have the same effect on tires as gasoline.

CARING FOR THE TUBES

The tube should be rolled flat with soft cloth between the layers; a strip of cotton flannel rolled up with the tube is excellent. The roll should then be placed in a thick cloth bag with the stem protruding and the mouth of the bag be tied around the stem. It is a good plan to put talcum powder in the bag.

Clean And Grease Hub Caps Monthly

When putting the car in commission for the year and every month during the running season the hub caps should be thoroughly cleaned out, all the grease and verdigris removed, after which the caps should be packed with fresh grease. It is also well to clean out the hubs and bearings, washing them thoroughly with gasoline, so that dirt and grit will be dislodged. When this has been done the moving parts should be put back in place, and the car can be driven without fear of improperly lubricated axles.



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Wise motorists insist on buying the best tyres they can find. At the present time there is a flood-tide of Firestone Tyre buying, and the Firestone Company is responding to present-day needs by building the best tyres ever turned out of the Akron factory.

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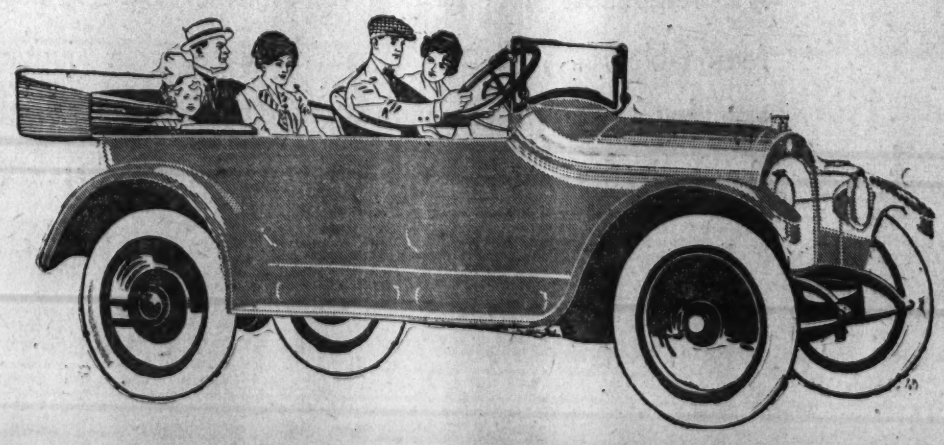

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NEW OVERLAND MODEL WILL BE REAL SURPRISE

Reported That Engineers Have Solved In It Many Important Problems

According to persistent reports going the rounds of the automobile industry, the Willys-Overland Company, in building its forthcoming new model, has successfully solved the problem of combining riding comfort with light weight.

To build a motor car light in weight and embodying quality, economy and simplicity of design, yet possessing all the comfortable riding characteristics of the larger and heavier vehicles, has been one of the absorbing aims of the automobile industry for a number of years.

The problem of reaching ideal light weight has been a puzzling one, and was not made possible of solution until engineering attention centered upon springs. Light began to dawn when the Willys-Overland engineers attacked the light weight and comfort problem convinced that a new type of spring must be devised. The three point cantilever spring suspension was the result, and is the basic principle in the new car which Overland will soon offer. This principle admits of a short wheel base, without which light weight cannot be achieved, and at the same time gives the new model a long riding or spring base which produces comfort.

Light Weight Construction Needed

The advantage of light weight construction in motor cars long has been recognised in the industry. For years metallurgists have devoted their entire time and energy to perfecting metals strong and durable enough to withstand persistent road shocks, yet light in weight. They have accomplished much toward this end, as a comparison of the cars of today with those of yesterday will readily disclose.

The new Overland Four spring suspension has, it is claimed by the company's engineers, provided through its departure from the conventional design large car comfort in riding in an economical automobile of actual light weight design. Their work was guided by the principle laid down by John N. Willys, president of the company, that all of these advantages were to be incorporated with no sacrifice of the economy of operation and upkeep that the public has long expected of the light weight car. The heavier automobiles have had the advantage of longer wheel bases, the equivalent of which is attained in the Overland Four through its unusual spring suspension.

The introduction of the new Overland model is awaited with keen interest. Inquiries of dealers, at the factory and hints about the new car to newspapers and trade journals during the last year indicate the degree of interest in the forthcoming announcement.

Pierce-Arrow Aids In Whipping Boche

Motor Trucks Win Praise Of Army Officials For Performance In War

Due to its consistency of operation—performing dependably and efficiently under all conditions, over shelltorn roads, called upon constantly to deliver loads much in excess of its rated carrying capacity, at excessive rates of speed, the Pierce-Arrow motor truck gained a reputation in France that is well worthy of praise.

A fleet of five-ton Pierce-Arrow motor trucks was bought by the French Government shortly after the outbreak of the war, and have gone through the "thick of it" for practically four years, being still in as operable condition today as they were when originally placed in service.

In the Verdun sector the fleet of trucks was called upon to transport a convoy of whippet tanks a distance of 175 miles, preparatory to an attack by the 29th American Division—a feat which was performed in record time and which was considered a remarkable achievement, gaining exceptional praise from the French war officials who had placed their faith in Pierce-Arrow motor trucks.

The whippet tanks, completed, mounted on five-ton Pierce Arrow motor trucks ready to be transported to the front, weigh, themselves, in excess of seven and one-half tons.

Commendation was also accorded the Pierce-Arrow motor truck by the allied army officials for the minimum amount of attention required in maintaining and operating same—oiling, greasing and minor adjustments at great intervals being all that was necessary to keep the trucks in satisfactory running order.

Pierce-Arrow motor trucks being simple in construction—although they embody the utmost in design in manufacture—all parts being interchangeable and accessible, did not necessitate the carrying of thousands of spare parts to meet emergencies that might have arisen.

To Remove Tar From Car

Unless washed off promptly, tar will quickly harden on a car, leaving unsightly streaks and spots. Application of oil will soften tar; oleomargarine is often used. Another good solvent is cocoa butter, which is harmless for removing all kinds of oil and grease as well as tar. Avoid the use of gasoline on all finished parts.

Trade Area Widened By Automobile Truck

Merchants Increase Service Area By Using Motor Lorries Extensively

With this new industrial age comes a demand upon the merchants to increase their radius of service to their customers. To the alert merchant, increasing his radius of service is a decisive factor in the expansion of his business.

He can see that the motor truck of today is travelling nearly three times the distance that the old equipment formerly did; and he is broad enough to appreciate this as a tangible asset in adding an immense domain to the trading area of his business. To carry out, in an effective way, this new expansion of service to the trade, the merchant must have a dependable motor truck.

That some merchants are availing themselves of this extension of service is evident in a Brooklyn owner's statement regarding the performance of a Paige truck in his delivery service, and it also speaks well of the durability of the truck.

This statement tells of a Paige model 50-18, 2½ ton truck travelling 8,700 miles in less than five months in the overland delivery service of a wholesale butter and egg business between Brooklyn and Philadelphia a distance of over 100 miles. The owner also claims that this truck has given day in and day out service every minute of the time, and also that it has never been necessary to have the slightest repairs made.

Records like this, especially when the distance is considered, verify the claim that durability and serviceability are the factors that truck builders must keep steadfastly in mind to meet present day needs.

More Room For Cars At New York Show

For the first time in its history, the automobile industry will enjoy, this Winter, ample housing facilities for the annual national shows.

This condition has been brought about by the addition to the list of buildings heretofore occupied two of the largest structures of their kind in the world.

DROP LIGHT ARRANGEMENT

A convenient arrangement for taking up slack in drop light cords is to put the cord on two pulleys placed at convenient locations. The cord should be fastened at two places to pieces of heavy twine, clothes line will do, and then a weight is hung on each end of the line; the cord as suspended from these lines will be just long enough to hold the lamp off the floor.

EARLY ORDERS ASSURE SURE DELIVERY OF CAR

President Of Hudson Firm Forecasts Tremendous Shortage Of All Models

"While I have no desire to act as a prophet," says Harry S. Houpt, president of the Hudson Motor Car Company of New York, "you will recall that last Winter I predicted that there would be a tremendous shortage of high grade cars and that customers who expected to purchase Hudson or Essex cars had better place their orders at once, as we would be unable to make immediate deliveries later on.

"That my predictions were more than borne out by results is indicated by the fact that thousands of people were unable to secure the cars they wanted, and in our case we have found it impossible to keep a Hudson or an Essex car for over an hour at a time since last Spring.

"Despite the increased after the war production at the factories, the appetite of the public for Hudson and Essex cars has not begun to be satisfied, as our cars are practically all sold before they can reach the salesroom floor and there is a waiting list of customers ready to snap up any loose car as soon as it arrives.

"For this reason I am again advising my customers who expect to buy cars this Fall or Winter to place their orders at once for Hudson and Essex cars, or they will surely be disappointed later on if they expect an immediate delivery of their cars.

"In this connection, I might say that, judging by present conditions of the labbor and material markets, prices are far more likely to advance this Fall than decline, and cars at present prices are as cheap today as they are likely to be for some years to come. Therefore, my advice to customers to buy or place their orders for cars now or they will surely be disappointed later on."

To Increase Output Of Stutz Motor Cars

Corporation To Increase Capacity Of Plant By First Of Year

The plant of the Stutz Motor Car Company of America at Indianapolis will be greatly enlarged in order to increase the output of Stutz cars, the demand for which has been enormous. Already workmen are excavating for the additions to the present plant. The present annual capacity of the plant is 3,000 cars. Officials of the company planned to increase the capacity of the plant by at least 50 percent before the first of next year. The entire plant has been increased, which will give the company a total of 450,000 square feet of floor space.

FRANCE REBUILDING ROADS

Four great mountain roads are to be relaid and rebuilt in the upper Vosges, leading from France into Alsace.

The Commission des Routes, of the District of the Vosges, is looking to the near future when tourists will pass that way. Largely the roads existed as strategic military mountain roads, and the present effort is in line with making them available for pleasure automobiles. Taken together, they will form a new approachable circuit and entrance into upper Alsace.

When Fenders Are Dented

It is not advisable to attempt to remove dents from fenders by hammering them out when on the car, as this usually results in a battered appearance of the fender. The best method is to remove the damaged fender and remove the dent with the aid of curved wooden blocks and a mallet. The shape of the block will depend upon the location of the dent, but it should approximate the curve of the fender, and the fender, in turn, should be placed upon a bench with an old cloth between it and the bench to protect the enamel.

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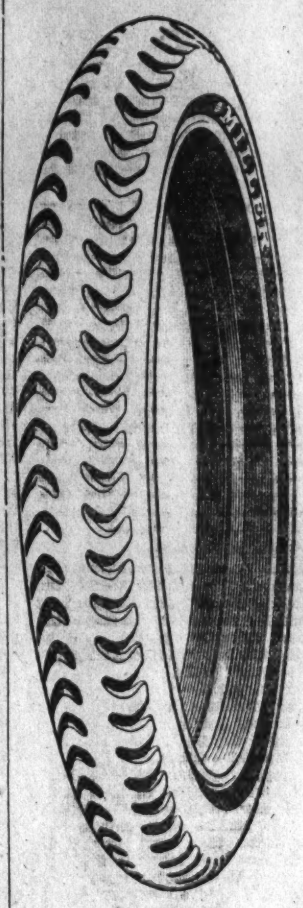
Why Geared-to-the-Road Tires Give Ease at the Steering Wheel



MILLER TIRES ride on a high center ridge, which eases the driver's tension at the steering wheel, driving just like a plain tread tire. Yet the sides of the tread are **Geared-to-the-Road** by patented caterpillar feet that mesh like cogs with road depressions.

The Uniform Miller is the only tire that has this combination. It affords steering ease with great resistance to skidding and "whip-lash."

Geared-to-the-Road helps the car to *hold* the road, and produces positive traction, full power ahead, and safety.

Long Mileage in *All*—Not "Luck" in a Few

All Miller Tires are long-distance runners—casing after casing.

Fine materials and plenty of them are required, of course. But tires must be built alike, or they cannot wear alike.

Miller builders are trained to a single standard—there's no higher perfection than our championship mark. Each builder is rated on every tire he makes; if one comes back his score is penalized.

But instances of that are less than 1 in 100.

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Rebates are granted, for reduced risk, on a liberal scale.

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The transit risk includes shipment to and from any ports in China.

This company's premiums have been arranged to meet the actual risks incident to running a car, and will be found to be the cheapest obtainable. The facilities of this insurance are extended to meet practically all demands, except to pay fines for furious driving, the cost of renewing punctured tyres, and of maintaining a car against wear and tear.

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EXCESS INSURANCE COMPANY, LTD.

Shortage Of Cars Due To Labor Is Assertion Of Manufacturers

Largest Plants Unable To Run At Capacities, Due To Unrest, While Unprecedented Number Of Buyers Await Delivery Of Automobiles; Mechanics Held In Army

Business is good throughout the entire west and the only trouble that any dealer has is the shortage of automobiles.

This is the news given out by Frank C. Riggs, western district manager of the Willys-Overland company, who has made a circuit of the Coast States since the first of June.

Riggs has made a trip throughout his territory on the coast, going first into the northwest. He then came back and toured the California branches.

"The demand for automobiles knows no limit, and dealers and distributers throughout the west are all besieging me with orders to ship them more cars," says Riggs.

Labor Unrest Cause

"The main reason for the shortage of automobiles throughout the nation is evidently the labor unrest at the manufacturing centers. This condition is so general that many of the largest plants are unable to produce to anywhere near their capacities and consequently there is a shortage of cars.

"Then there is a decided shortage of skilled laborers, men who can handle intricate machines of precision that require care and specialised knowledge. There is still a large-sized American army in Germany, and with this army are thousands of skilled mechanics, some as privates or noncommissioned officers in the combat units and others plying their trades for Uncle Sam.

"Then, too, there has been no immigration into this country for almost five years and this eliminates a great many skilled workers.

"The shortage of skilled men is a decided factor in keeping production down, and, according to the men who know, it will be a factor for some time to come.

"When all is said and done labor controls the price and output of every single thing connected with the automobile, or any other product, for that matter.

"The automobile industry is expanding in spite of all these things and is rapidly assuming leadership in the industries of the world. It is now the third largest industry in this country and growing by leaps and bounds. There is no limit to the number of cars that can be built and sold, because every-one wants an automobile.

No Limit To Chances

"Then, too, consider that the average automobile lasts only five or six years, and you can readily see that there is no limit to the possibilities of the industry.

"These labor troubles are being straightened out, however, and gradually a better understanding is growing up between employer and employe. The factories will soon be producing on a capacity scale and the shortage of automobiles will be at an end.

"The demand from abroad, England, France, Germany and every other country will account for a huge number of cars and trucks in the near future, now that peace is signed."

When war was declared in April, 1917, there was no organised motor transport service in the United States Army. Some few officers and men of the Army had obtained motor transport experience the previous year when an expedition went into Mexico to get Villa, "dead or alive," and was provisioned largely through the instrumentality of motor-truck companies hastily organised, and for the most part composed of civilians. These companies were operated under the direction of the quartermaster corps.

Trucks Ceased To Be

When the punitive expedition left Mexico, nearly all the truck trains ceased to be. The trucks were either distributed around to Army posts, and there operated by the Q. M. C. as post transportation, given to depot quartermasters, or else placed in reserve parks.

The armies in Europe were utilising all the motor transportation they could get hold of, and operating it to the very best advantage. The general belief prevailed that the United States might be dragged into the war at any time. But up to the time of the declaration of war no attempt was made to organise motor transportation in the Army.

When troops began going to France from the United States, no single agency existed within the Army the sole duty of which was to supply motor transportation to troops going overseas. Those services that needed such transportation went out in the open market in the United States and bought it, with the result that different services on the same mission competed for the same product in the same market—and then fought with each other to get it overseas first.

The first American motor truck for use of the A. E. F. landed at St. Nazaire, France, June, 1917. It might be proper to mention here that this same truck is running today, and has run continuously since it landed in France, with the exception of a period covering about two weeks, when it was up for repair.

30,580 Machines On Hand

A census of motor transportation with the American army recently taken by the Motor Transport Corps shows 50,580 motor cars and trucks on hand, 5,578 trailers, 21,721 motorcycles and 25,061 bicycles. About three percent of this transportation was bought in Europe. The balance came across the Atlantic and successfully avoided the attentions of submarines. Its final disposition is a military secret, but a large amount of it will be sold in Europe. The British and French get mighty good service out of our motor vehicles, and they like them.

A synopsis of the different kinds of vehicles sent over to the A. E. F. probably will be of interest.

Motor cars number 9,729 and ambulances number 3,529. There are 24,417 cargo trucks as follows: Under 1½ tons, 9,056; 1½ to 2 tons, 5,980; 3 tons, 18,154; 5 tons, 2,227.

There are 2,420 light aviation trucks, 532 light repair trucks, 9,395 ammunition trucks, which are trucks with steel bodies. Artillery supply trucks number 109, and artillery repair trucks, 474. There are 154 machine shop trucks on hand and 110 equipment and repair trucks. Gas tank trucks number 564 and water tank trucks 332. There are 53 laboratory trucks and 22 radio trucks; 28 photographic trucks and 24 sterilizer laboratories on trucks. Balloon winch trucks number 197, and there are 475 reconnaissance trucks. Machine gun trucks number 509. An even 400 staff observation cars are to be found and 536 dump trucks, largely used by engineers. There are 12 printing press trucks, so you can take your pick of nearly every kind of motor vehicle in captivity.

Trained Men Lacking

It was difficult to find trained men to assemble cars at base ports. Proper tools were difficult to obtain. Often assembly work was done in the open—in rain, in mud, in winter and dust clouds in summer—because building material could not be obtained. It was some job getting motor transportation ready for issue at base port reception parks. In spite of tremendous handicaps, one base port reception park in France was, at the time of the signing of the armistice, assembling on an average each week of 154 motor cars, 10 ambulances, 260 trucks, 15 trailers and 160 motorcycles—and most of these came "knocked down" and crated, necessitating complete assembly.

After cars and trucks were assembled, or made "ready for issue," they were sent overland under their own power to a central distribution point, usually Dijon. In middle France (for a long time, by the way, under command of a San Francisco automobile man, R. R. Morgan, a major of reserves), and from there given to organisations and services entitled to them. They were sent from base reception parks in convoy formation. Trucks invariably carried cargo to points along the route even when being sent out for distribution. Thousands of tons of cargo were sent toward the front in this way, relieving to an extent the overburdened railroads of France.

Activities Are Classified

Motor transport activities in France were classified under the following heads (and are still, it might be remarked, because the motor transport people will be among the last to leave Europe):

Reception parks.
Service parks.
Reconstruction parks.
Overhaul parks.
Supply depots.
Operating centers.

Reception parks, as has been stated, were located at base ports where new transportation arrived. Service parks were mobile organisations and went anywhere, following troops into the field for repair work on motor transportation. They did all minor repairs. Overhaul parks were what their name implied. They did major repair work, while reconstruction parks actually reconstructed and put into operation again apparently hopelessly damaged vehicles.

Motor Transport Was Hampered

Motor transport operations in the American expeditionary forces were from the very first seriously hampered by the lack of all three of the fundamentals that spell success for a military, or perhaps any other, service. These three things were: Lack of trained personnel, lack of permanent organisation and lack of equipment. Lack of trained personnel and of equipment can, of course, be directly attributed to lack of permanent organisation from the first. Had motor transport been thoroughly organised at the beginning of the war, proper equipment could have been arranged for, even under the unusual difficulties of war conditions, and the question of personnel would have been no more of a problem than it was to any other established service.

A War Department decision was made in September, 1918, to the effect that the enlisted personnel of divisional supply trains should be motor transport corps personnel. This materially boosted the strength of the corps—on paper. In practice, during hostilities, it made the corps no stronger, as this new personnel was engaged in combat work with divisions and could not be withdrawn therefrom.

Men All Worked Hard

No class of men worked harder, with longer hours, than motor transport men in the A. E. F. No organisation in the A. E. F. was more seriously undermanned than the motor transport service. Yet, in the states, there seemed to be an idea that it was entirely proper to send companies of men to France for motor transport work that had received no motor transport training, and the men of which were selected for motor transport work because they wanted that branch of the service, and not because they had so much knowledge of it.

States In No Hurry

Somewhat, somehow, the idea developed in "The States" that there was plenty of time, plenty of personnel and plenty of equipment in the A. E. F. to utilise in training recruits to be drivers or mechanics, and it was not for some time after the motor transport corps became in reality a corps that there became a full appreciation in the states that the American expeditionary forces had no time to break in recruits to handle delicate and costly machinery, and that some training must first be done in America.

Illustrative of some organisations sent for overseas duty, the case of one provisional motor truck company can be quoted.

This company consisted of 51 quartermaster men, and before embarking for France, was placed in command of a second lieutenant of infantry who knew nothing whatsoever about motor transportation.

Upon disembarkation at an A. E. F. base port, the services of the company were at once imperatively needed to take 28 trucks to a point in France and there operate same. It was discovered that, of the 51 men, not a dozen had ever driven a truck. Nevertheless, the need for men was so great that the company was sent away with its trucks overland a couple of hundred miles. The men managed somehow to handle their equipment, getting it safely to its destination, although one man was killed on the trip through an accident caused by lack of knowledge how to handle a convoy. Later, the entire company, including the infantry officer, in command, went to a motor transport school and the company developed into an unusually fine organisation.

No arm or branch of the service can make the boast that their men showed any higher spirit of devotion to duty than motor transport corps men. At the front the work was bitterly hard and dangerous. In the services of supply, the work was no less hard, the weather conditions to be faced no less disagreeable, and the men, for the most part, were obliged to keep going without the excitement of danger that buoyed up men at the front. But the work, both front and rear, called for courage, intelligence and disregard of sometimes apparently insurmountable obstacles that brought out the very best in men.

Drag Link Lubrication

After a considerable period of use, automobiles may develop a dull creaking or groaning sound which appears to come from under the left front fender. This noise is annoying and is caused by a dry drag link—that is the rod connecting steering gear pitman arm to the steering knuckle which carries the left hand road wheel. To eliminate this noise, remove the cotter pins from each end of the drag link, unscrew the plug in each end of the link with the aid of a stout screw driver, and if necessary, a monkey wrench applied to the flat blade of the screw driver. The front end of the drag link can be raised up free from the ball, after which the aperture in which the ball fits should be washed out with gasoline and repacked with graphite grease. The rear end of the drag link, instead of being raised from the ball, is pulled outward, cleaned, and packed in a similar manner. Screw home both plugs to their original position, flush with the ends of the link, at which time the slot will be in line with the cotter pin holes, which pin, of course, must be replaced and opened.

Motorists Like Buell Explosion Whistle

Amid the din noises with which a great city is usually afflicted, it is pleasing to hear occasionally in the maze of traffic a warning that while sufficiently distinctive in character to be heard above all other noises is entirely harmonious.

The Buell Explosion Whistle has characteristics entirely apart from the usual. It is not an exhaust whistle, but is actuated by cylinder compression. This whistle is produced in two styles, the single tone or the chime model, and the demand for it has grown so great in this city alone that the sales are now reaching into the thousands each week.

CLUTCH SPINNING

Clutch spinning is often due to excessive friction in the spring thrust bearing, though sometimes faulty alignment of the flywheel and clutch cone prevent the engaging surfaces from entirely clearing each other. A bent clutch shaft might also cause this trouble.

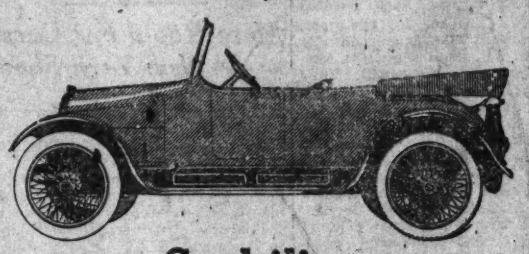
THE DRY CELLS

The simplest dampness of the pasteboard covers of dry cells will more or less short circuit them and run down the amperage. Some prudent car owners make cases of sections of old inner tubes and cover the dry cells with these, thereby protecting them dampness.

Willys-Overland Motor Cars

Electric Lights
Electric Starter

Overland
"Country Club"



Stability

Willys-Overland motor cars are built and sold under

—*one* executive organization,
—*one* factory management,
—*one* purchasing department,
—*one* sales department,
—*one* group of dealers.

They represent the most comprehensive range of models ever built by any one motor car producer.

There is an Overland or a Willys-Knight car for every class of buyer.

No matter which you select—a Big Four, a Light Four or a Willys-Knight—it is the dominant value in its class, for it has shared in the economies of Overland greatness and stability. Come in and see these cars today.

A WIDE RANGE OF MODELS

Big Four-Cylinder Overland
5-Passenger Touring Car
3-Passenger Roadster
3-Passenger Touring Coupe
5-Passenger Touring Sedan

Light Six-Cylinder Overland
5-Passenger Touring Car
3-Passenger Roadster
3-Passenger Touring Coupe
5-Passenger Touring Sedan

Light Four-Cylinder Overland
5-Passenger Touring Car
3-Passenger Roadster
4-Passenger "Country Club"

Willys-Knight Models
7-Passenger, Four-Cylinder Touring Car
4-Passenger, Four-Cylinder Coupe
7-Passenger, Four-Cylinder Touring Sedan
7-Passenger, Four-Cylinder Limousine
7-Passenger, Eight-Cylinder Touring Car

THE CENTRAL GARAGE CO.
SHANGHAI
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The Willys-Overland Company, Toledo, Ohio, U. S. A.
Manufacturers of Willys-Knight and Overland Motor Cars and Light Lorries

SAVAGE TIRES

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"A LONG LIFE AND A HAPPY ONE"

Sturdy, Rugged and Wear-resisting, with an Inbuilt, Honest Strength that gives the Utmost in Mileage and Lasting Satisfaction

LET THAT NEXT TIRE BE A SAVAGE!

QUALITY FIRST, LAST AND ALWAYS

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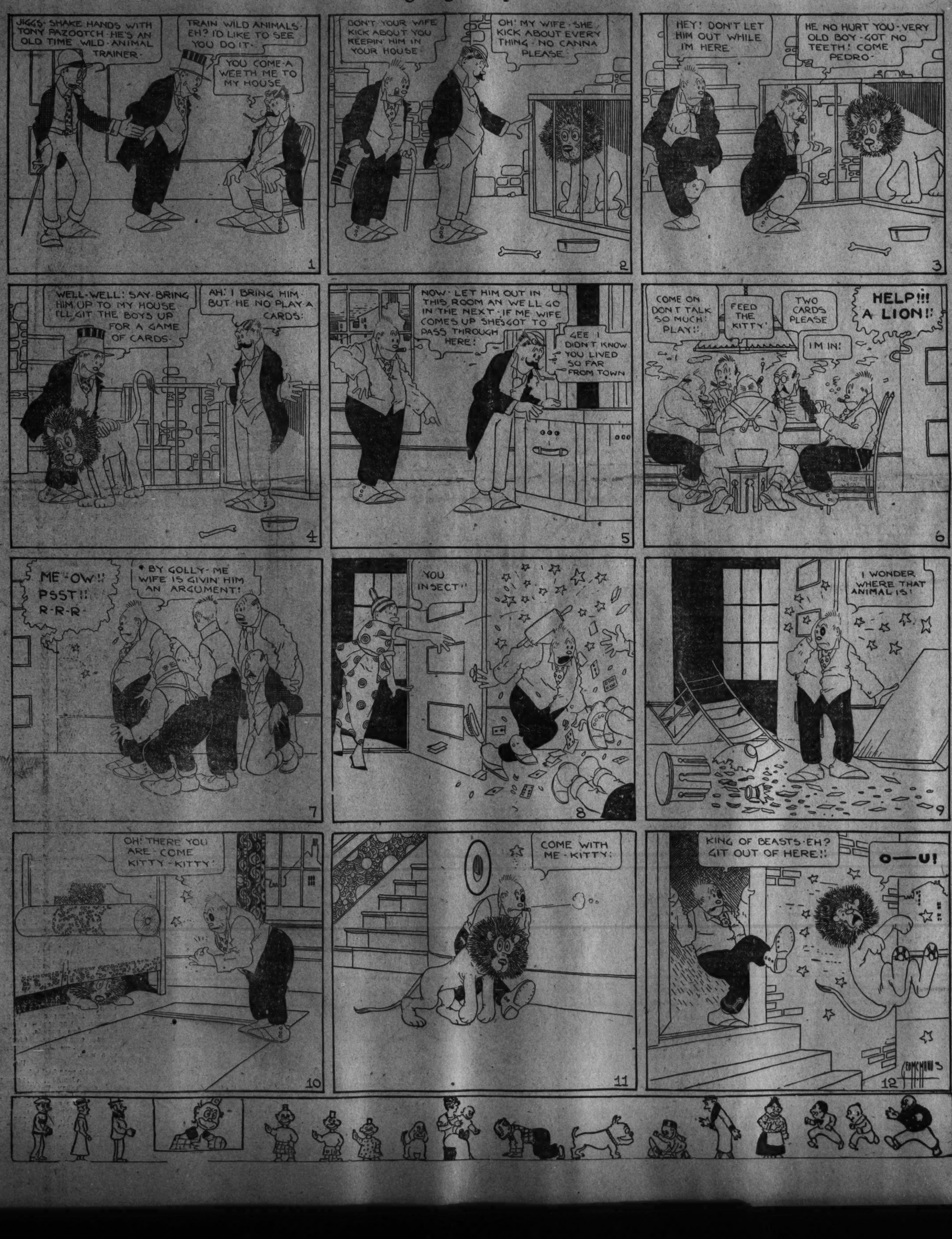
LIBERAL CONDITIONS AND MODERATE RATES

Sporting and Comic Picture Section
Sunday, October 5th, 1919

Bringing Up Father


JIGGS SHAKE HANDS WITH TONY PAZOOTCH HE'S AN OLD TIME WILD ANIMAL TRAINER
TRAIN WILD ANIMALS EH? I'D LIKE TO SEE YOU DO IT
YOU COME A WEETH ME TO MY HOUSE
1
DON'T YOUR WIFE KICK ABOUT YOU KEEPIN' HIM IN YOUR HOUSE
OH! MY WIFE SHE KICK ABOUT EVERY THING NO CANNA PLEASE
2
HEY! DON'T LET HIM OUT WHILE I'M HERE
HE NO HURT YOU VERY OLD BOY GOT NO TEETH! COME PEDRO
3
WELL WELL! SAY BRING HIM UP TO MY HOUSE I'LL GIT THE BOYS UP FOR A GAME OF CARDS
AH! I BRING HIM BUT HE NO PLAY A CARDS!
4
NOW LET HIM OUT IN THIS ROOM AN WE'LL GO IN THE NEXT IF ME WIFE COMES UP SHE'S GOT TO PASS THROUGH HERE!
GEE I DIDN'T KNOW YOU LIVED SO FAR FROM TOWN
5
COME ON DON'T TALK SO MUCH! PLAY!!
FEED THE KITTY
TWO CARDS PLEASE
I'M IN!
HELP!!! A LION!!
6
ME-OW!! PSST!! R-R-R
BY GOLLY ME WIFE IS GIVIN' HIM AN ARGUMENT!
7
YOU INSECT!!
8
I WONDER WHERE THAT ANIMAL IS!
9
OH! THERE YOU ARE COME KITTY-KITTY
10
COME WITH ME KITTY!
11
KING OF BEASTS EH? GIT OUT OF HERE!!
O—U!
12

SPORTING NEWS SECTION
THE CHINA PRESS

SHANGHAI, SUNDAY, OCTOBER 5, 1919

INTERPORT TEAM HAS EASY TIME

Wins From Cricket Club By Four Runs And Three Wickets

BARRETT IS BIG HITTER

Has Innings Of 96, Not Out; Deeks And Moule S.C.C. Stars

The Interporters were too good for the homesters yesterday afternoon on the Shanghai Cricket Club's ground. Barrett who played in Stagg's place carried his bat out for 96 in a good strong sound innings. The team that made the trip to Hankow took the match by four runs and three wickets.

The home team batted first and but for Deeks and Moule would have faired very badly. Deeks in his usual style garnered 66 amongst which were seven fours and five threes while Moule in his 66 not out had eight fours.

Tait and Deeks opened the game but the former fell an easy prey to Pearson. Hayward joined Deeks and the pair got going nice and easy till Tippin found Hayward's wicket after he had collected 13. Leslie, holding Thomson well Moule and Deeks settled down and at one time it looked as if no one else was going to get a smack but Deeks had to go, his rival with the gloves finding him napping.

Fox was in for two hits out of which he got a six and a two. The rest of the tail wagged not and the side declared with 171 for nine wickets.

Fielding was excellent all round and Barnes is to be congratulated on not allowing more than three to go past him and all leg byes at that. Langley with two for six and Clifford with four for 47 were the only two bowlers with success.

For the Interporters Middleton and Barnes opened. An appeal was ruled out against Middleton very early in his innings from a bum-bo' but this same batsman succumbed later on l.b.w. to Read. Clifford joined Barnes but was bowled with a bumper from Read. Alec. Leslie then partnered Barnes and the two with heavy hitting took the score past 40 when Leslie was nicely neld by Hansell.

And Along Came Barrett

Barrett then came on the scene and after a preliminary counter or two settled down and punished the bowling very thoroughly. Barrett in his innings of 96 not out hit two sixes, ten fours and three threes besides numerous twos and ones.

Barnes left Barrett after he had been in for three overs, Pearson lasted for 20 minutes or thereabouts but with Barrett taking the bowling to advantage, only garnered four. With the light failing fast and the homesters wanting to quit, but the spectators howling for a continuance of the game, Barrett hit out at practically everything that was sent down.

When the score board showed 175 up stumps were drawn and a very interesting, both from spectators and players part, game was brought to a close.

Fielding throughout was fine and it's a pity daylight saving had not lasted till the 15th of this month.

Tiffin was served on the Club's pavilion to the players in order to make an early start but at that it was unfortunate they did not begin till after 1:45 o'clock.

The scores:

S. C. C.

E. G. Tait, b. Pearson	1
S. J. Deeks, st. Barnes, b. Clifford	66
A. W. Hayward, b. Tippin	13
C. E. M. Thomson, c. Leslie, b. Clifford	4
W. Moule, not out	66
E. S. Fox, b. Clifford	8
H. H. Morriss, (Capt.), st. Barnes, b. Clifford	0
W. U. Hansell, b. Langley	6
E. G. Norman, c. Allen, b. Langley	0
J. M. Pearson, not out	2
W. S. Read, did not bat	—
Extras	5
Total (9 wkts.)	171

Bowling Analysis

	O.	M.	R.	W.
R. Tippin	9	2	23	1
T. Pearson	8	1	26	1
W. Clifford	13	1	47	4
R. Grimshaw	11	1	44	—
K. Tribe	3	—	20	—
H. Langley	1	—	6	2

Pearson bowled two wides.

S. C. C. (Hankow Team)

H. Middleton, l.b.w., b. Read	10
E. G. Barnes, c. Moule, b. Morriss	25
W. C. G. Clifford, b. Read	0
A. H. Leslie, c. Hansell, b. Morris	24
E. I. M. Barrett, not out	96
T. C. G. Pearson, run out	4
R. J. Tippin, not out	—
K. E. Allen, did not bat	—
K. W. Tribe, did not bat	—
R. Grimshaw, (Capt.), did not bat	—
H. Langley, did not bat	—
Extras	16
Total (5 wkts.)	175

Bowling Analysis

	O.	M.	R.	W.
W. Hansell	8	—	53	—
W. Read	13	1	43	2
H. Morriss	6	—	31	2
J. Pearson	44	2	32	—

Shanghai Cricket Club's Winning Interport Team Which Visited Hankow

Standing (Left to Right): K. E. Allen, K. W. Tribe, R. J. Tippin, T. C. G. Pearson.
Seated (Left to Right): A. H. Leslie, E. G. Barnes, W. C. G. Clifford, E. W. Stagg (Capt.), H. Middleton, R. Grimshaw, E. C. B. Lever.

At The Theaters

With today's programs, matinee and night, the run of the latest of the Charlie Chaplin million-dollar series will close at the Apollo Theater. This is the picture "Sunnyside," in which the comedian is seen in a rural setting in the role of a humble hired man. It is well up to the standard of the best of Chaplin's earlier productions and has already scored a full measure of success.

Moving picture critics generally agree that the screen today holds no more witching figure than winsome Marguerite Clark and notice of her return to Shanghai in a new production doubtless will be welcomed. She will appear at the Olympic Theater today and tomorrow in the pictured version of that notable success of the speaking stage, "Mice and Men," which had long runs both in London and New York.

Many Garden comes to the Olympic this week in the widely heralded film, "Thais." It opens next Friday.

At the Isis Theater today, matinee and night, an offering of more than ordinary merit that will be presented is "The Lamb," a dramatic story full of swift action. It is in six parts.

"Ninty-nine" is the feature offering of the bill that opens at the Isis tomorrow. It is a production in five parts in which Lucille Lee Stewart appears as star. The new bill also includes three reels of Charlie Chaplin comedies.

At the New Helen Theater today added episodes of the serial, "The Tiger's Trial" will be shown and a continuation of the picture will be presented on the bill at the New Helen tomorrow.

The French Victory films open at the Apollo Monday with a display of all of the more important triumphal parades in the Allied capitals of Europe. The pictures feature the tour of President and Mrs. Poincare and General Joffre through many cities in France and Belgium.

The melodramatic comedy, "The Incorrigible Dukane" with John Barrymore as star, an elaborate production in five parts, is the main offering of the bill at the Victoria Theater today.

One other entertainment feature on the list for the week will be the appearance here of Maestro D'Allessio, a pianist to whom has been given the title, 'little wizard of the keyboard.' He is opening an engagement at the Trocadero.

Miss Asta Erickson will continue to entertain at the Cafe Parisien and new songs are announced for the coming week. Music is provided by Harry Kerrey's Orchestra.

Gallops Of The Ponies In Training For Autumn Meeting

Saturday, October 4, 1919.

Pony.	Rider	¼ mile	½ mile	¾ mile	1 mile	1¼ miles	1½ miles	1¾ miles	2 miles	Last quarter
						(last mile)				34
Rosewood	boy	45	1.24.3	2.01	2.35	3.23.1	4.02.1	4.33.4	(last 1¾)	31.3
Rest Cure	boy	41	1.20.1	2.01.1	2.43.1	3.28.1	4.02.1	4.33.4	(last 1¾)	31.3
Castlewood	boy	40.2	1.19.2	2.01	2.38	3.11.2	3.43.2			32
Escapade	boy	38.1	1.06.3	1.41.2	2.17.3	2.53	3.26.4	4.01.3		34.3
Silver Streak	boy	41.2	1.20	1.57.2	2.37.2	3.15.1	3.50	4.21.4	(last 1¾)	—
Allied King	boy	40.2	1.18.3	1.54	2.32.3	3.10.3	3.46	4.18.4		31.1
The Heron	WH	39.1	1.16.1	1.53	2.34.2	3.13.2	3.49.3	4.20.2	(last 1¾)	30.4
Young Alf	boy	39	1.19	1.57	2.32.2	3.06.4				34.2
Bydand	boy				2.29	3.02	3.34			32
Pile Driver	boy	40	1.20.4	1.58.3	2.33.2	3.05				31.3
Mighty King	boy	49	1.28.3	2.05.1	2.43.4	3.25.3	4.09.3	4.36.2	5.08.4	32.2
Valley King	boy		Chipped in last 1¼							32.2
Old Bill	boy	41.2	1.19.3	1.56	2.31.1					35.1
Midas	boy	26.2	1.15	1.55	2.33.2	3.04.2				31
The Oriole	boy	—	1.18.4	1.51 3	2.23.1		(last mile of 3)			31.3
Sandy	boy	41.1	1.22.1	2.03.4	2.45	3.26	3.59.1	(last 1½ of 2)		32.4
Lightning Raider	boy	42.2	1.21.2	1.59.2	2.32			(Bellfields's sub.)		32.3
Fighting King	boy	47	1.28.1	2.06.1	2.44.1	3.27	4.09.1	4.43	5.16.4	31.4
Bulbul	WH	38	1.15.3	1.51.2	2.26.1	2.57.3		(last 1¼ of 2)		31.2
Runaway Light	boy	40	1.15.3	1.50.2	2.22.4					32.2
Cecil's Bay	boy	37.3	1.13.2	1.46.1				(last ¾)		33
Black Griffin	RMD	40	1.18.4	1.54.1	2.31				last mile	36.4
Delapan	boy	46	1.22	1.55.1					(sub)	33.1
Torsk	boy			beaten off					(sub)	—
Seth's Blue Dun	boy			1.45.2					(sub)	35.4
Jumbo	boy	34	1.09.3	1.46.2					(sub)	36.4
Francis' Bay	RMD	36.2	1.09.3	1.45					(sub)	35.2
Francis' Bay	boy			1.47.3					(sub)	38
Prince & H.B.O.'s br.	boy		1.14.1	1.51	2.27				(sub)	36
Prince & H.B.O.'s bl.	boy				2.27.3				(sub)	36.3
Fairylight	boy				2.33	3.04				31
Nigger Minstrel	boy	43.3	1.27	2.05.4	2.42.2	3.16.4				34.2
Castlesand	FV	39	1.17	1.54.3	2.33.1	3.10.3	3.46	4.20.1		34.1
Bay Griffin	FV	38.1	1.13	1.47.3	2.20.4	(last mile of 1¾)				33.1
Dowbiggin's cream	GW	35.3	1.08.4	1.45					(sub)	36.1
Middy & Co.'s black	boy			1.45.2					(sub)	36.3

All on the sand.

AMERICANS TO MEET INTERNATIONAL TEAM

Crack Shots Of The Settlement Are Arranging Interesting Event

A friendly rifle shooting match, Americans versus the International, has been arranged by Dr. S. A. Ransom and Mr. A. M. Collaco. The match will probably come off on November 11, in conjunction with the Shanghai Rifle Championship (any government rifle) or in a special day in November, in the morning.

The American team will be captained by Dr. Ransom and the International by Q. M. Sergeant Rose. The conditions of the competition will be as follows:

Team.—Ten to 12 men aside. (S.R.A. Members only).

Rifle, Sights.—Any government rifle permitted.

Ranges.—Bisely, 300, 600 and 800 yards.

Shots.—One sighter and seven counting shots at 300 and 600 yards and two sighters and ten scoring shots at 800 yards.

Prize.—The teams will subscribe $20 (if 10 men aside) or $24 (if 12 men aside) to purchase a small shield. The team winning twice will become the absolute owner of the shield. The losing team will subscribe $1.50 each for prizes to the individuals of the winning team.

The match should be very keen and interesting. The following probably will make up the teams:

American.—S. A. Ransom, W. E. Sauer, R. K. Hykes, G. F. Ashley, T. C. Britton, A. C. Davis, F. T. Smith, H. F. Bradley, R. F. Wilner, G. A. Fitch, A. Q. Adamson, E. Heen.

International.—A. M. Collaco, Portuguese; K. D. Chen or B. Y. Woo, Chinese; C. Bedoni, Italian; C. Luthy, Swiss; W. T. Rose or W. J. Terrill, English; F. W. Snape, Welsh; Major T. E. Trueman or L. M. Beytagh, Irish; C. E. M. Thomson or K. McKelvie, Scotch; E. H. Lynch, Australian; D. Measter or R. G. H. Cole, New Zealander; R. I. Ito, Japanese; G. V. Jensen, Danish; E. Fasting, Norwegian; J. Johantson, Swedish.

Harriers Have Trial Run

The Shanghai Harriers Club held its second run of the season yesterday from the Club headquarters, 3 Kiangwan Road, out over the district for three and one-half miles. Several of the new members are showing up so that high hopes are entertained that first class new runners will be developed before long.

The novice championship, which will be held over a six mile course next month, promises to be an interesting event. Another practice run will be held next week, the squad lengthening their distance to about four miles. It will be in charge of the Club's captain and vice captain.

HONGKONG TEAM WINS IN INTERPORT MATCH

Shanghai Lawn Bowlers On Short End Of 27-13 Score

CHINA PRESS OWN SERVICE

Hongkong, October 4.—In the today, Hongkong defeated Shang-Interport lawn bowls match here hal, 27 to 13.

Rece End Year Today

The Recreation Club Lawn Bowls Section is bringing a successful season to a close today with an all-day stunt. The program starts at 10:30 o'clock this morning and it is the Committee's desire to get in as many members from outside clubs as can possibly attend.

There will be several competitions such as drawing to the jack, drawing to the circle, pairs championship and an open contest in which both winners and runners up will benefit by prizes.

Prizes will be given for all competitions. Tiffin will be served in the Club's pavilion at one o'clock and tea at 4:30.

Pickup Game At S. L. B. C.

The Shanghai Lawn Bowls Club had an interesting and close two-rink match yesterday afternoon at the Club rinks when teams picked and skipped by Messrs. Sheridan and Disselduff beat teams led by Campbell and Simmons respectively.

Mr. Brand Is Star Jockey At First Meeting Of Year

Places In Six Of Nine Events; Close Finishes And Big Dividends Mark Racing

Mr. J. K. Brand, making his first appearance on the track since returning from war service, took three firsts, a second and two thirds at the first race meeting of the season yesterday at the Shanghai Race Club. Mr. Brand won the first, fourth and ninth races, taking the final—the Auckland Cup event and the day's big race, by three lengths from Billy Hill on La Vesle. Mr. Brand rode Medina-Sidonia.

Sharp finishes, consistently big dividends and perfect weather featured the extra meeting that gave local racing devotees their first opportunity to see the ponies in competition.

Two bands helped to enliven the afternoon's sport. The Carlton jazz band was in the members' stand and the Municipal band played in the grandstand. The Carlton musicians overlooking the finish, added pep to the dashes for the wire. The band started to play when the ponies rounded into the stretch, increased in volume and quickened the time as they neared the wire and blared loudest as the ponies passed the judges' stand. The Carlton band was one of the hits of the afternoon.

Changes At Race Course

Several changes have been made at the Race Course since last season. The win pari-mutuel room has been turned into a public refreshment room, the place pari-mutuel desks are located in a matshed South of the clubhouse until the new buildings are erected and the win pari-mutuel tickets are sold in the room occupied last year by the place pari-mutuel booths.

There were surprises galore as can be seen by the dividends and six of the nine events saw sterling finishes. H. D. Rodger registered his first win, taking the heavy weight race on Black Fox. Grayrigge made a third on Blackford that netted his backers $22. Sleap brought Rouble through in the Cookee Stakes for a three-length win and a $58.10 dividend.

Old Joe Big Money Pony

Old Joe was the big-money pony of the meeting. Mr. Dem's white, with Mr. De Zutter up, paid $122.40 for place in the first race yet only 30 backed Old Joe to win the eighth race, the Randwick Plate. Mr. De Zutter brought the pony under the wire first by a short head over Kowloon and each of the 30 collected $146.30. In the two races the pony paid $268.70.

Mr. Brand won the first race on Risingstar by three-quarters of a length over Old Joe; Mr. Dalgarno, who also made his first appearance since returning from the front, rode Battersea to a $60 win in the second by a three-quarter length margin over Mr. Vida on Attraction Dahlia, and the third race, a heavyweight event, saw Mr. Rodger win by a head from Mr. Le-Marchand on Big Ben. All three races were hummers, the ponies making their bids in the last 200 yards.

Mr. Brand Wins Another

In the Flemington Cup event, the fourth race, Mr. Brand again came through, this time winning on Seabird and finishing three lengths ahead of Mr. Crokam on Tuborg. Mr. Hill made his first appearance on a place pony, taking third on The Hawk. He rode also rans in the first two events yet he piloted ponies to places in four of the eight races he started.

The fifth race, the Cookee Stakes, saw a dash for second place that went to Mr. Boyd on Springie by a neck. Mr. Sleap was First on Rouble and Majuba, Mr. Hine up, followed Springie in. Incidentally Majuba tickets were good for a $52 dividend.

In one of the best races of the day, Billy Hill took the Brisbane Handicap on Possum after a great race in the stretch. Possum, Mazurek and Scala staged a battle in the last 200 yards and finished in the order named. Mr. Brand was on Mazurek and Mr. Crokam rode Scala.

Selling Race Is Hummer

The Adelaide Selling Race was another hummer. Half a length was the distance that separated both first and second and second and third ponies. Mr. Hill won on Whitehaven, the pony paying a dividend of $52.80. Mr. Crokam was second on Rising Star and Mr. Brand rode Persianlight to third money.

Old Joe won the Randwick Plate by a short head; Kowloon, with Mr. Springfield riding, taking second by the same distance from Dancing Bird, with Mr. Brand up. Seven of the ten starters were bunched 250 yards from the wire when the three eased loose from the pack and battled to the judges.

Mr. Brand took the last race on Medina-Sidonia with Mr. Hill finishing three lengths behind on La Vesle. Mr. Crokam was third on Western Star, half a length back of La Vesle. The first prize in the members' sweep for the race was $2,615.20.

Brand Leads Jockeys

The record of the jockeys for the day was as follows:

Name	Firsts	Seconds	Thirds
Brand	3	1	2
Hill	2	1	1
De Zutter	1	1	0
Sleap	1	0	0
Dalgarno	1	0	0
Rodger	1	0	0
Crokam	0	2	2
Vida	0	1	1
Boyd	0	1	0
Springfield	0	1	0
Le Marchand	0	1	0
Grayrigge	0	0	1
Hooper	0	0	1
Hine	0	0	1

First Race.—The Kalgoorlie Cup.—Winner, Tls. 250; second, Tls. 75; third, Tls. 50. For all China ponies that have not won more than Tls. 300 in stakes during 1919. Weight, 160 lbs. Ponies that have started and not won a race during 1919 allowed five pounds; unplaced starters during 1919 allowed seven pounds. Allowances cumulative. (Jockey allowance).—Half a mile.

	lbs.
Mr. Cemos' grey Rising Star, Mr. J. K. Brand	150—1
Mr. Dem's white Old Joe, Mr. De Zutter	143—2
Mr. Sutterle's ches. Merrysand, Mr. Vida	155—3

Also ran: The Disappointing Bird, (Mr. Sleap) Golden Sheen, (Mr. Grierson), Majuba (Mr. Hine), Cranby (Mr. R. W. Wingrove), Blackheath (Mr. Springfield), La Vesle (Mr. Hill), Rushton (Mr. Poulsen), Medina-Sidonia (Mr. Crokam), Climax (Mr. C. R. Burkill), Figaro (Mr. Sorensen).

Won by three-quarters of a length; half a length. Time—60 3-5 seconds.

Pari-mutuel—for win, $59.50; for place, $14.30, $122.40 and $7.70.

Cash sweep—first, 183; second, 106; third, 292; unplaced—118, 70, 157, 192, 279, 283, 249, 242, 168 and 172.

Second Race.—The Toowoomba Selling Race.—Winner, Tls. 250; second, Tls. 75; third, Tls. 50. For all China ponies. Weight for inches as per scale. Winner to be sold for $400: if entered to be sold for $200, allowed five pounds; for $100, allowed ten pounds. (Jockey allowance).—One mile.

	lbs.
Messrs. Fay and Seth's brown Battersea, Mr. Dalgarno	152—1
Sir Paul's grey Attraction Dahlia, Mr. Vida	147—2
Mr. Grayland's black Blackford, Mr. Grayrigge	154—3

Also ran: Carbon (Mr. Bremner), Persianlight (Mr. J. K. Brand), Spaghetti (Mr. Sleap), Revenge (Mr. Hill).

Won by three-quarters of a length; three-quarters of a length. Time—2:10 4-5.

Pari-mutuel—for win, $60; for place, $17.40, $8.50 and $22.

Cash sweep—first 188; second, 298; third, 94; unplaced—177, 151, 118 and 63.

Third Race.—The Caulfield Stakes.—Winner, Tls. 250; second, Tls. 75; third, Tls. 50. For all China ponies that have not won more than Tls. 1,000 in stakes during 1919, to be ridden by jockeys who can scale not less than 160 lbs. in racing colors. Weight 185 lbs. Ponies, winners during 1919, seven pounds extra. Jockeys who have not won a race during 1919, allowed seven pounds.—Seven furlongs.

	lbs.
Mr. Cemos's black Black Fox, Mr. Rodger	185—1
Mr. Fash's grey Big Ben, Mr. Lemarchand	194—2
Mr. Stubbs's dun The Kangani, Mr. Hooper	187—3

Also ran: The Disappointing Bird (Mr. Drakeford).

Won by a head; four lengths. Time—1:55 4-5.

Pari-mutuel—for win, $24.80; $12.20 and $8.50.

Members' sweep—first, 369; second, 44; third, 116; unplaced—36.

Fourth Race.—The Flemington Cup.—Winner, Tls. 250; second, Tls. 75; third, Tls. 50. For China ponies, griffins of 1919. Weight for inches as per scale. Winners of more than one race, five pounds extra. Maidens allowed five pounds. Unplaced starters allowed five pounds. Allowances cumulative. (Jockey allowance).—Three-quarters of a mile.

	lbs.
Mr. Birdrake's gray Seabird, Mr. J. K. Brand	148—1
Capt. Bahnson's bay Tuborg, Mr. W. G. Crokam	155—2
Messrs. Winsome and Hasty's chestnut The Hawk, Mr. W. Hill	155—3

Also ran: Golden Feather (Mr. Sleap), Zulu (Mr. Hine), Salaro

(Mr. Springfield), Hinode (Mr. Poulsen), Free-And-Easy (Mr. Vida).

Won by three lengths; a length and a-half. Time—1:33 1-5.

Pari-mutuel—for win, $23.60; for place $6.80, $7.70 and $6.10.

Members' sweep—first, 102; second, 136; third, 60; unplaced ponies—261, 108, 411, 158 and 54.

Fifth Race.—The Cookee Stakes.—Winner, Tls. 250; second, Tls. 75; third, Tls. 50. For all China ponies, that have not won more than one race during 1919, to be ridden by jockeys who have not won more than three races during 1919. Weight for inches as per scale. Any subscription griffin of 1918/1917 allowed five pounds. Jockeys who have not won a race since January 1, 1918, allowed five pounds.—One mile and a quarter.

	lbs.
Mr. Rennick's grey Rouble, Mr. Sleap	151—1
Mr. C. C. Boyd's cream Springie, Mr. Boyd	154—2
Mr. E. S. Hine's grey Majuba, Mr. Hine	151—3

Also ran: Seahawk (Mr. J. K. Brand), Upwood Park (Mr. A. M. Cannan), Zomba (Mr. Schoch), Ironsand (Mr. Dalgarno), Dragonland (Mr. Rowe).

Won by three lengths; a neck. Time—2:43 2-5.

Pari-mutuel—for win, $56.10; for place, $14.90, $9.50 and $52.

Members' sweep—first, 27; second, 450; third, 402; unplaced ponies—378, 110, 40, 278 and 49.

Sixth Race.—The Brisbane Handicap.—Winner, Tls. 400; second, Tls. 100; third, Tls. 75. A handicap for all China ponies that have started at least twice during 1919. Top weight not more than 146 lbs., lowest weight not less than 136 lbs. Winners after publication of Handicap Weights, five pounds extra.—One mile.

	lbs.
Messrs. Winsome and Hasty's grey Possum, Mr. Hill	155—1
Messrs. Sky and Hickling's grey Mazurek, Mr. Brand	155—2
Mr. Bahnchild's chestnut Scala, Mr. Crokam	158—3

Also ran: Bixshoote (Mr. Bremner), Jock Scott (Mr. Dalgarno), Greysand (Mr. Springfield), Golden Quill (Mr. Vida), Nirvana (Mr. Poulsen), Flying Star (Mr. Dalgliesh).

Won by short head; half a length.

Time—2:07 2-5.

Pari-mutuel—for win, $26.40; for place, $8.30, $9.80 and $8.60.

Members' sweep—first, 18; second, 245; third, 90; unplaced ponies—474, 223, 173, 51, 322 and 472.

Seventh Race.—The Adelaide Selling Race.—Winner, Tls. 300; second, Tls. 125; third, Tls. 75. For all China ponies. Weight for inches as per scale. Winner to be sold for $600. If entered to be sold for $400, allowed five pounds; for $200, allowed ten pounds; for $100, allowed 15 lbs. (Jockey allowance).—Three-quarters of a mile.

	lbs.
Mr. G. Fitzgerald's grey Whitehaven, Mr. William Hill	150—1
Mr. Cemos' grey Rising Star, Mr. W. G. Crokam	143—2
Mr. J. Spunt's brown Persianlight, Mr. J. K. Brand	143—3

Also ran: Blackford (Mr. Grayrigge), Saloro (Mr. Springfield), Carbon (Mr. Bremner), Attraction Dahlia (Mr. Vida), Battersea (Mr. Dalgarno).

Won by half a length; half a length.

Time—1:33 2-5.

Pari-mutuel—for win, $52.80; for place, $17.80; $11.00 and $11.40.

Members' sweep—first, 63; second, 338; third, 161; unplaced ponies—369, 401, 301, 337 and 227.

Eighth Race.—The Randwick Plate.—Winner, Tls. 250; second, Tls. 75; third, Tls. 50. For all China ponies. Weight for inches as per scale. Winners of more than one race during 1919, seven pounds extra. Non-winners during 1919, allowed five pounds; unplaced ponies during 1919, allowed five pounds. Allowance cumulative. (Jockey allowance). Half a mile.

	lbs.
Mr. Dem's white Old Joe, Mr. De Zutter	148—1
Mr. B. D. Kapteyn's grey Kowloon, Mr. Springfield	153—2
Mr. Robson's roan The Dancing Bird, Mr. J. K. Brand	150—3

Also ran: Golden Feather (Mr. Sleap), Cranby (Mr. Grayrigge), Grey Dawn (Mr. Dalgarno), The Dean (Mr. Rowe), Merrysand (Mr. Vida), White Hope (Mr. White), Daffodil (Mr. Hill).

Won by short head; short head. Time—1:01 1-5.

Pari-mutuel—for win, $146.30; for place, $20; $9 and $8.50.

Members' sweep—first, 169; second, 106; third, 436; unplaced ponies—443, 260, 431, 251, 64, 420 and 407.

Ninth Race.—The Auckland Cup.—Winner, Tls. 250; second, Tls. 75; third, Tls. 50. For all China ponies that have started at this extra race meeting or at any of the Shanghai Race Club's extra race meetings and that have not won a race since January 1, 1919. Weight for inches as per scale. Unplaced ponies during 1919, allowed seven pounds. (Jockey allowance). Five furlongs.

	lbs.
Mr. Lamerton's grey Medina-Sidonia, Mr. J. K. Brand	148—1
Mr. F. R. Vida's chestnut La Vedie, Mr. William Hill	154—2
Mr. Dem's dun Western Star, Mr. W. G. Crokam	158—3

Also ran: Golden Sheen (Mr. Springfield), Blackheath (Mr. A. M. Cannan), Johnston (Mr. Poulsen), Rocksand (Mr. Rowe).

Won by three lengths; half a length.

Time—1:17 1-5.

Pari-mutuel—for win, $19.60; for place—$6.10, $5.90 and $6.70.

Members' sweep—first, 358; second, 248; third, 362; unplaced—313, 335, 290 and 394.

RACES AT KIANGWAN

The International Recreation Club will hold races at Kiangwan on Wednesday and Friday. Special trains will leave Shanghai North Station at 11:45 a.m., 12:10 p.m. and 1:10, p.m. Tiffin and refreshments will be served at the race course. The first saddling bell rings each day at 12:30 sharp.

SEMI-FINALS NEAR IN TENNIS TOURNEY

Barrett Meets Roberts This Afternoon In Last Match Of Third Round

Pott, George and Canavarro, by winning their respective matches yesterday against MacEachran, Gullick and Neilsen, moved into the third round of the lawn tennis singles tournament for the championship of Shanghai.

On Friday Elmore, Denham and Okada, by defeating Ollerdessen, Wade and Wootton, also reached the third round. Tanaka, who meets George tomorrow to decide who enters the semi-final, has so far had an easy time of it having taken his scheduled match from Sheldon by default.

Barrett and Roberts will battle today at the Cercle Sportif Francais and the winner of this match will have to meet Pott to decide who should carry on to the semi-final to meet either Tanaka or George.

On the upper half of the schedule Canavarro and Okada and Elmore and Denham play tomorrow at the Cercle Sportif Francais.

The following are the results to date:—

First Round

Wootten w. o. from Sheldon.
Ollerdessen beat Nesprud, 6-1, 6-3.
Elmore beat Bartlett, 6-0, 6-1.
Wade beat Hargreaves, 6-1, 6-2.
Denham beat Rasschou, 6-1, 6-2.
MacEachran beat Young, 8-6, 6-3.
Pott beat White, 6-4, 6-3.
Barrett beat Toyosumi, 6-1, 3-6, 6-1.
Roberts beat Tribe, 6-4, 6-2.
Tanaka w. o. from Phillips.

Second Round

Canavarro beat Neilsen, 6-3, 6-2.
Okada beat Wootten, 6-1, 6-3.
Elmore beat Ollerdessen, 6-1, 6-2.
Denham beat Wade, 1-6, 6-4, 6-2.
Pott beat MacEachran, 4-6, 6-4, 6-2.
Tanaka w. o. from Knowles.
George beat Gullick, 6-3, 6-4.

American Tournament At Cricket Club Today

The Shanghai Cricket Club will hold an American Tournament this afternoon. Sixteen couples are entered and from the draw all games should prove fast.

The Whizz Bangs

The Whizz Bangs had their meeting last Monday and everything went just as Secretary R. R. Jones wished. Many players signified their intention to be playing members, and so optimistic is the committee that it now contemplates putting out two teams. It is the Skottowe Cup that the first team casts the most covetous eyes at, and it is in this connection that some little doubt was expressed as to whether a player could be a member of one team in the League and a member of another in the Cup Competition. This question came up some years ago, and as far as I can remember it was clearly stated that this was quite in order, and it was also in order for a player to transfer to another Club any time during the season prior to January 31 on payment of a small fee.

The Whizz Bangs want to get together and play the game to the best of their ability. Jones is as keen as mustard and wants every single player, no matter how good or bad, to send in his name to him at Is Jinkee Road. This week a couple of games will be arranged and selections made to fill the teams. The new club has got some well known players turning out and their prospects are rosy. Every footballer wishes them success.

Domino.

MARTIN'S APIOL & STEEL PILLS for Ladies

A French Remedy for all Irregularities. These pills of Apiol have a box of Martin's Pills in the house so that on the first signs of any irregularity of the system a timely dose may be administered. Those who use them recommend them, hence their enormous sale. In all Chemists and Stores, or post free 8/- from MARTIN, Chemist, SOUTHAMPTON ENG.

FOOTBALL SEASON STARTS NOVEMBER 1

Two Leagues Get Away Week Later Than Announced Because Of Regatta

Because the Henli Regatta is scheduled for October 25, the football season will start on the first of November, it has been decided by the sub-committee appointed to draw up the fixture list of the Amateur Association Football League.

Both the first and second leagues start on November First. The following are the games for the first two weeks of the season:

First League

Nov. 1, 1919:
Football Club vs. Police on Shanghai Football Club ground.
Recreation Club vs. St. Francis Xavier's on Recreation Club ground.
Nov. 8, 1919:
Police vs. Whizz Bangs on Police ground.
St. Francis Xavier's vs. Football Club on St. Xaviers ground.

Second League

Nov. 1, 1919:
Police vs. Whizz Bangs on Police ground.
St. Francis Xavier's vs. Jewish Recreation Club on St. Xavier's ground.
Rangers versus Navy on Customs ground.
Nov. 8, 1919:
Football Club vs. Police on Shanghai Football Club ground.
Recreation Club vs. St. Francis Xavier's on Recreation Club ground.
Whizz Bangs vs. Rangers on Customs ground.
Jewish Recreation Club vs. Customs on Whizz Bangs ground.

TO SHOOT FOR TITLE AT CLAY PIGEON CLUB

Twelve Contestants To Shoot Today, Starting At Eleven O'Clock

Twelve contestants are registered for the Clay Pigeon Championship to be shot off today and, because of the number, the shoot starts at 11 o'clock.

A cold tiffin will be served to the participants and officials in order to save time and finish the contest before dark. Friends and all who are interested in witnessing the shoot are invited to attend.

The order of firing is announced as follows: A. E. Algar, I. Tuxford, T. H. Van Corback, E. A. Prince, A. P. Nazer, H. E. Gibson, W. Bruce, T. H. U. Aldridge, E. H. Gilson, H. H. Read, E. O. Cumming and J. W. Gande.

DODGE BROS. CAR TO SHANGHAI GARAGE CO.

The Shanghai Garage Co., Ltd., have been selected as agents for the famous Dodge Brothers' Motor Car.

This well-known company, who own and operate the Star Garage and the Eastern Garage, and are already agents for such well-known automobiles as the Hupmobile, Chandler, Premier and Maxwell, may well be proud of their new representation. The Dodge is now well-known all over the civilised world; in three years more than 500,000 have been built and sold.

Although the post-war manufacturing cost of all automobiles has much increased, the high exchange which now prevails enables most importers to sell at moderate prices; buyers of Dodge cars are given full advantage of exchange.

Mr. Max Friedman, the genial sales manager of the Shanghai Garage Company, is making active plans to meet the demand for new model Dodge cars. Either he, or his brother, Mr. Leo Friedman, the general manager, will be delighted to demonstrate the car to prospective purchasers.

Capt. Inch, managing director of the Shanghai Garage Co., Ltd., left on Friday night for Japan, from whence he will sail for America by the Empress of Asia. He will be absent on business for about six months.

SZECHWAN CREPE DE CHINE

Direct from the Source of Supply, to any Address in the World.

Travelling through Szechwan Province more than 600 years ago Marco Polo, the celebrated Venetian Explorer, observed this beautiful Crepe de Chine. He took it to Kublai Kahn, the greatest Emperor the world has ever known and Kublai Kahn presented it to the most favoured women of his court, adding charm and beauty to the already most beautiful women in the world. Send us your cheque or Chinese Post Office money order for $20. In return we will mail you one roll of Szechwan Crepe de Chine, postage free. Width 28 inches, length 27 feet. Original Shade.

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W. T. Findley, M.D.
36 Nanking Road, Tel. 1928

Good Legs Essential To Success Of Athletes

This is a story of legs. It is not a story, however, of chorus girls. It is a story of legs—the importance of the condition of the legs of athletes in any sort of sporting competition.

In track and field work it is easy for the man in the stand or on the side line to appreciate and understand the part that legs play in the success of the winners of different events. It is obvious that a runner or jumper must have extraordinary legs to become a champion. One can readily see, too, how a weight thrower, must have his legs in shape to be able to get distance with shot or hammer.

Did you ever think of the part that legs play in other sports? Did you ever think of their importance in boxing, baseball, tennis, rowing, football, golf, hockey and even billiards.

When certain writers of sports went to Toledo to see Jess Willard and Jack Dempsey train, some months ago they were impressed with Willard's condition at first glance. They saw that he was not over-fat. They noticed his arm, back, chest and abdomen muscles were in good shape.

They immediately picked him as the winner. And they cost themselves and others a lot of thinking by so doing.

The first story that came out of Toledo that foretold Willard's defeat as surely as the sun would rise in the East on July Fourth was a mere paragraph in a press despatch. I said: "After he has boxed two or three rounds it is noticeable that Willard's legs are a bit unsteady."

That was the answer. Willard had done no real road work. His body was fit from the waist up. But when his legs crumpled at the first hard punch Dempsey hit him, he was through.

It is because their legs go back on them that most major league ball players are through at thirty-two or thirty-three years of age. They can still hit, throw and field. And they have the experience that is so invaluable in the National game. But when their legs go, they drift into the minors or to retirement.

Wagner and Lajoie lasted until over forty, because of phenomenal legs. It is because his legs are all right that Hal Chase is able to play great ball for the Giants at thirty-six years of age.

Bad legs sent Arthur Devlin away from the Giants when he should have been in his prime. Heinie Zimmerman's legs are bothering him now, and may cause his retirement within a few years.

Good legs are essential to a tennis player. He may have all the speed in the world on his service and his other strokes may be as true as ever, but if his legs go bad he is through as a championship possibility.

That is why Maurice McLoughlin is no longer the California Comet. He is young enough to be a champion for five years more, but he burned his legs up as a youngster.

Willie Hoppe does road work if he has to play an important billiard match. So do other great billiardists. If their legs tire during a big match it affects their skill with the cue to considerable extent.

After an absence of some years from the saddle Tod Sloan tried to ride at New Orleans at Corrigan's outlaw track. He was light enough and he knew how to ride as well as ever, but he could no longer stand up in the stirrips. His legs were gone.

It doesn't matter what the game is. It doesn't matter how unimportant the legs may seem in its playing. They are vital.

The thought naturally occurs that those of us not engaged in competitive sport might be more efficient if we gave more attention to the condition of our lower limbs. There is no doubt about it. We would be

GOLF IN ENGLAND

(Reuter's Service).

London, Oct. 2.—Golf: In the final of the professional golfers association tournament Mitchell beat Duncan by one hole. Duncan won the last tournament in 1913.

O.V.B. OREGON VERY BEST

LOGANBERRY JUICE
Mix it with an equal parts of Whisky and add Tansan.
"One of the best drinks going!"
Gande, Price Co., Agents

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Order your cartridges now.

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Everything for the Sportsman
Store of Quality.

SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

SHANGHAI-NORTH TO ZAHKOU—"DOWN" (MAIN LINE)

STATIONS		Local	Fast B	Slow	Coolie & Goods	Local	Express B	Local	Local	Night Express B
Shanghai North	dep.	....	7.35	9.00	10.00	....	14.50	15.50	....	19.15
Jessfield	dep.	....	7.51	9.16	10.23	....	15.06	16.06	....	19.30
Soochow	dep.	....	7.58	9.23	10.38	....	15.13	16 13	....	19.36
Lunghwa Junction	dep.	....	8.15	9.40	10.53	....	15.30	16.29	....	19.51
Shanghai South	*dep.*	....	*7.45*	*9.10*	*10.20*	*13.35*	*15.00*	*16.00*	*17.55*	*19.20*
Lunghwa Junction	*dep.*	....	*8.15*	*9.40*	*10.53*	*13.52*	*15.30*	*16.29*	*18.12*	*19.50*
Sunglang	dep.	....	8.59	10.48	12.02	....	16.07	17.42	....	20.25
Kashi	dep.	....	9.51	11.52	13.28	....	16.58	18.49	....	21.2
Haining	dep.	7.40	10.25	12.30	14.35	....	17.22	19.20	....	21.5
Tehtah	dep.	8.46	11.06	13.15	15.50	....	17.53	....	....	22.22
Changan	dep.	9.45	11.41	14.00	16.50	....	18.24	....	....	22.53
Hangchow	dep.	11.10	12.50	15.25	18.40	....	19.19	....	....	23.48
Zahkou	arr.	11.35	13.10	15.50	19.10	....	19.35	....	....	24.00

ZAHKOU TO SHANGHAI NORTH—"UP"

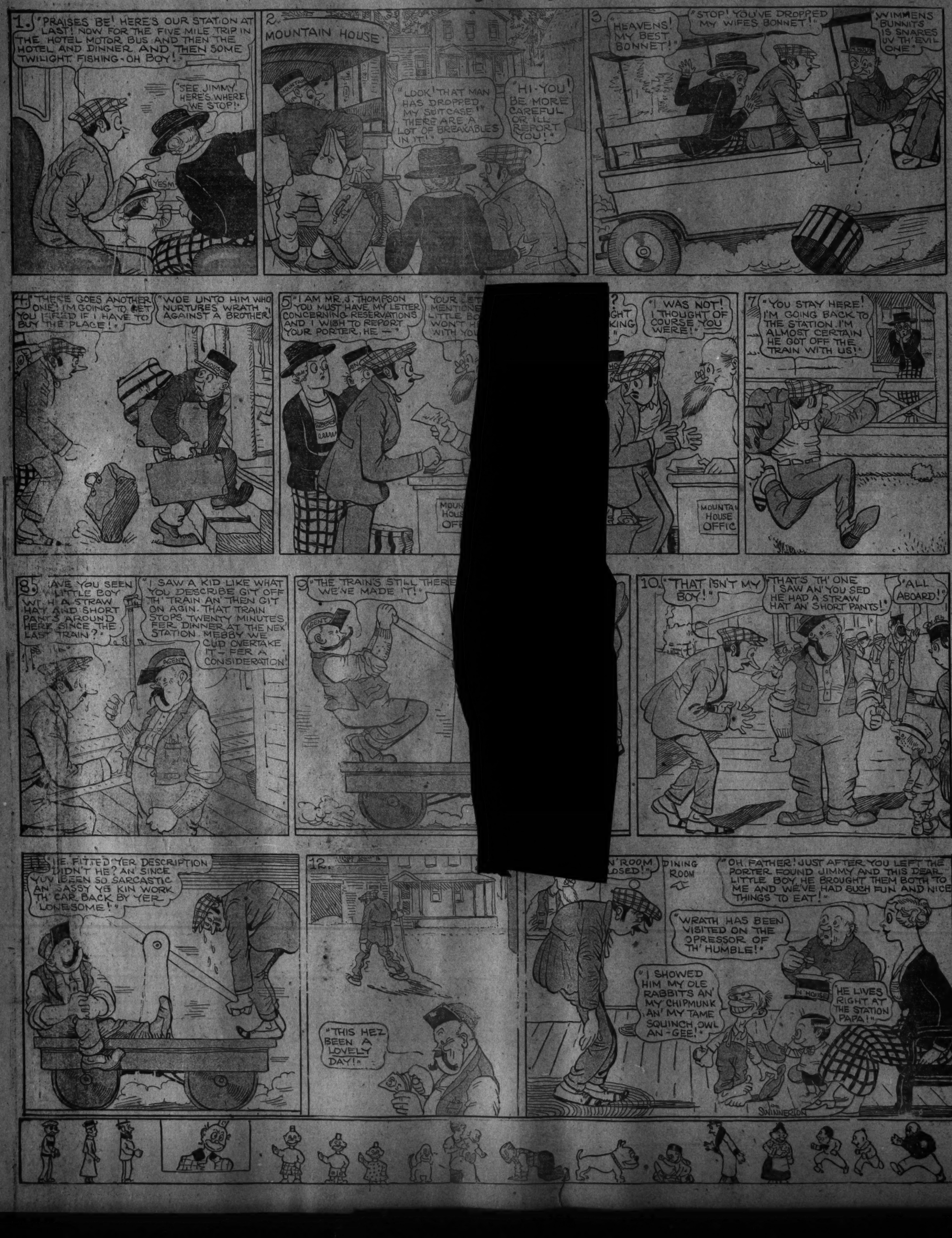
STATIONS		Local	Local	Fast B	Slow	Local	Coolie and Goods	Express B	Local	Night Express B
Zahkou	dep	....	....	6.30	7.55	....	9.20	14.10	15.30	17.50
Hangchow	dep.	....	....	7.00	8.30	....	10.00	14.35	16.05	18.15
Changan	dep.	....	....	8.04	9.48	....	11.40	15.20	17.36	19.03
Tehtah	dep.	....	....	8.41	10.31	....	12.39	15.51	18.40	19.35
Kashing	dep.	....	7.15	9.28	11.22	....	14.10	16.30	19.30	20.15
Kashi	dep.	....	7.48	9.53	11.55	....	14.48	16.52	....	20.38
Sunglang	dep.	....	9.05	10.47	12.59	....	16.08	17.40	....	21.38
Lunghwa Junction	*dep.*	*8.18*	*10.36*	*11.36*	*14.08*	*15.33*	*17.23*	*18.23*	....	*22.29*
Shanghai South	*arr.*	*8.35*	*10.55*	*11.55*	*14.25*	*15.50*	*17.40*	*18.40*	....	*22.46*
Lunghwa Junction	dep.	....	10.30	11.36	14.06	....	17.18	18.20	....	22.17
Soochow	dep.	....	10.39	11.44	14.14	....	17.28	18.29	....	22.25
Jessfield	dep.	....	10.46	11.51	14.21	....	17.37	18.36	....	22.31
Shanghai North	arr.	....	11.00	12.05	14.35	....	17.55	18.5	....	22.45

KONZENCHIAO TO ZAHKOU (KIANGSHOO BRANCH LINE) ZAHKOU TO KONZENCHIAO

Konzenchiao	dep.	6.50	8.25	11.25	14.00	15.55	17.30	23.00	Zahkou	dep.	....	10.10	12.25	....	....	18.40	....
Kenshangmun	dep.	7.10	8.50	11.40	14.15	16.15	17.45	23 15	Hangchow	dep.	7.30	10.40	12 45	14.55	16.40	19.15	23.40
Hangchow	dep.	7.20	9.15	11.52	14.24	16.25	18.07	23.25	Kenshangmun	dep.	7.42	10.57	12.57	15.12	16.52	19.27	23.52
Zahkou	arr.	....	9.40	12.10	....	....	18.25	....	Konzenchiao	arr.	7.55	11.10	13.10	15.25	17.05	19.40	0.05

E. Recovered Ch.

Little Jimmy


1. "PRAISES BE! HERE'S OUR STATION AT LAST! NOW FOR THE FIVE MILE TRIP IN THE HOTEL MOTOR BUS AND THEN THE HOTEL AND DINNER AND THEN SOME TWILIGHT FISHING - OH BOY!"
"SEE JIMMY HERE'S WHERE WE STOP!"
YES M
2. MOUNTAIN HOUSE
"LOOK! THAT MAN HAS DROPPED MY SUITCASE! THERE ARE A LOT OF BREAKABLES IN IT!"
"HI-YOU! BE MORE CAREFUL OR I'LL REPORT YOU!"
3. "HEAVENS! MY BEST BONNET!"
"STOP! YOU'VE DROPPED MY WIFES BONNET!"
"WIMMENS BUNNITS IS SNARES UV TH' EVIL ONE."
4. "THERE GOES ANOTHER ONE! I'M GOING TO GET YOU FIRED IF I HAVE TO BUY THE PLACE!"
"WOE UNTO HIM WHO NURTURES WRATH AGAINST A BROTHER!"
5. "I AM MR. J. THOMPSON YOU MUST HAVE MY LETTER CONCERNING RESERVATIONS AND I WISH TO REPORT YOUR PORTER, HE —"
"I WAS NOT! I THOUGHT OF COURSE YOU WERE!"
MOUNTAIN HOUSE OFFIC
7. "YOU STAY HERE! I'M GOING BACK TO THE STATION. I'M ALMOST CERTAIN HE GOT OFF THE TRAIN WITH US!"
8. "AVE YOU SEEN LITTLE BOY WI H A STRAW HAT AND SHORT PANTS AROUND HERE SINCE THE LAST TRAIN?"
"I SAW A KID LIKE WHAT YOU DESCRIBE GIT OFF TH' TRAIN AN' THEN GIT ON AGIN. THAT TRAIN STOPS TWENTY MINUTES FER DINNER AT THE NEX STATION. MEBBY WE CUD OVERTAKE IT — FER A CONSIDERATION!"
AGENT
9. "THE TRAIN'S STILL THERE WE'VE MADE IT!"
AGENT
10. "THAT ISN'T MY BOY!"
"THAT'S TH' ONE I SAW AN' YOU SED HE HAD A STRAW HAT AN' SHORT PANTS!"
"ALL ABOARD!"
11. "IE FITED YER DESCRIPTION DIDN'T HE? AN SINCE YUV BEEN SO SARCASTIC AN' SASSY YE KIN WORK TH' CAR BACK BY YER LONESOME!"
12. "THIS HEZ BEEN A LOVELY DAY!"
DINING ROOM
"OH FATHER! JUST AFTER YOU LEFT THE PORTER FOUND JIMMY AND THIS DEAR LITTLE BOY. HE BROUGHT THEM BOTH TO ME AND WE'VE HAD SUCH FUN AND NICE THINGS TO EAT!"
"WRATH HAS BEEN VISITED ON THE OPRESSOR OF TH' HUMBLE!"
"I SHOWED HIM MY OLE RABBITS AN' MY CHIPMUNK AN' MY TAME SQUINCH OWL AN - GEE!"
HE LIVES RIGHT AT THE STATION PAPA!"
SWINNERTON